University Community Plan
and Local Coastal Plan

Draft Plan
June 2024

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Adoption & Amendments

Description	Planning Commission Report Number & Approval Date	City Council Resolution & Approval Date

Introduction

From the labs of the biotech and high-tech centers to the lecture halls of higher learning, there is one word to describe the University Community—opportunity. The community is a hub of enterprise where people can learn, grow, create, invent, and thrive.

The University Community (also referred to as "University City") is a diverse and dynamic community with renowned higher education, scientific research and technology institutions, businesses, and a flourishing residential community. This area is one of the region's premiere employment centers and attracts institutions that conduct world-class, leading research in a variety of industries including biotech, high-tech, and health care.

Located about 13 miles north of downtown San Diego, the University Community developed as the region's "edge city" with a concentration of homes, businesses, shopping, and entertainment venues (Figures 1 and 2). At the center of the community is a thriving, mixed-use core. This area includes large employers and visitor destinations, such as the University Towne Centre (UTC) shopping center. The San Diego Metropolitan Transity System (MTS) Trolley provides a direct ride from UTC to the US-Mexican border through Downtown; connecting residents throughout the city.

To the north of the core, employment centers along Campus Point Drive and Towne Centre Drive have developed as a high-tech and biotech cluster with community and employee-serving amenities. Surrounding this employment area is a unique and thriving canyon ecosystem, which offers natural views juxtaposed with state-of-the art research and development facilities. Here you will find spaces that foster life science business incubation and innovation through on-site shared lab facilities. This area is also home to two major medical centers along with residential communities.

Nobel Drive is an emerging transit village, which is a pedestrian-friendly mixed-use district that is oriented around the station of a high-quality transit system. It provides a mix of homes, jobs, and retail options within proximity to the University of California, San Diego (UC San Diego), a regional employer and destination. This village is connected to the both the MTS SuperLoop and the Trolley, which are among the region's most heavily utilized transit assets. UC San Diego students, staff, and faculty enjoy gathering off-campus at Nobel Drive along with the broader community.

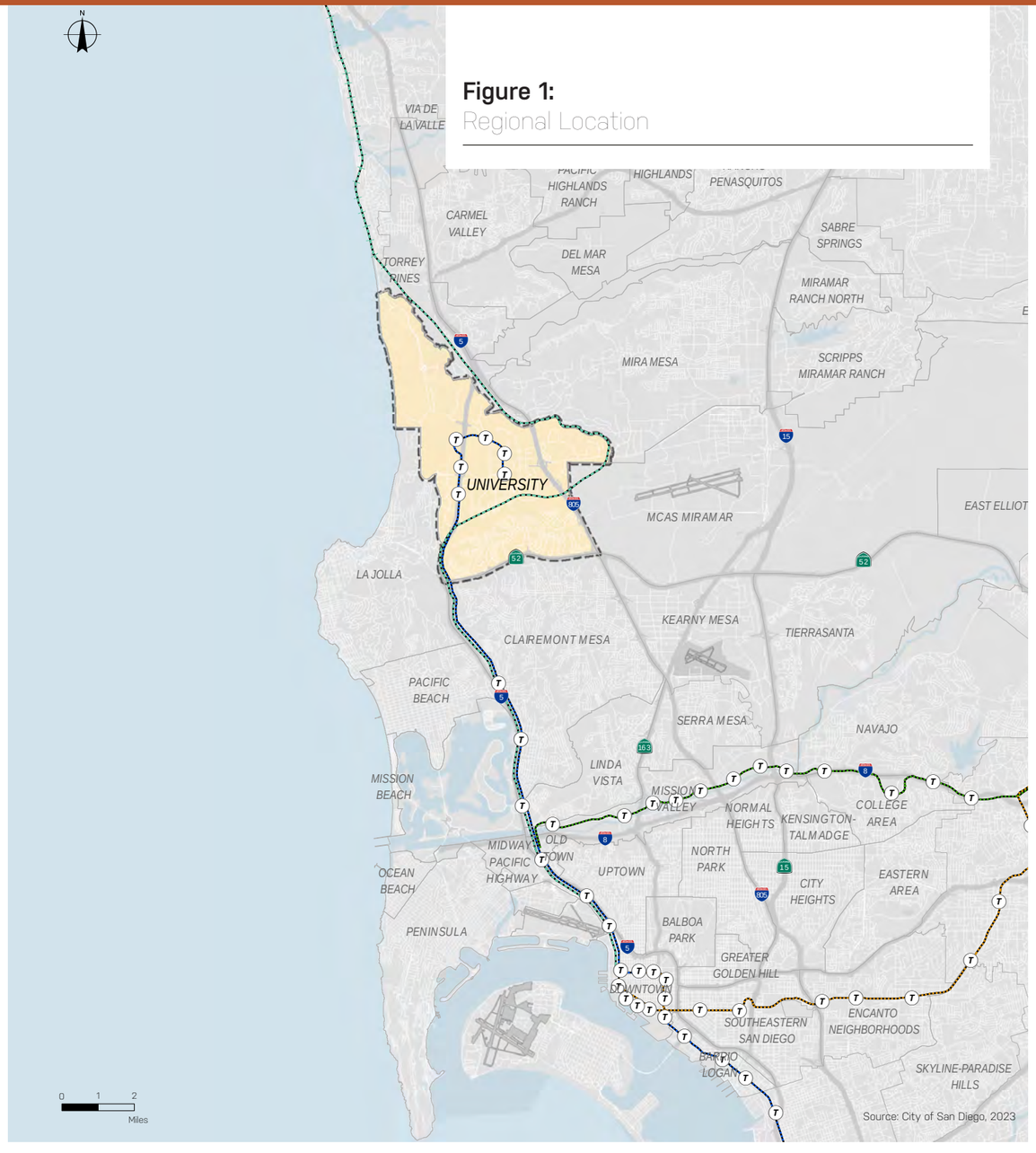


Figure 1:
Regional Location

Community Plan Boundary

Light Rail Routes

Coaster/Amtrak

Just north of UC San Diego is home to Torrey Pines State Natural Reserve, which is a major asset to the community and the city as a whole. The ocean, coastal bluffs and canyons, Torrey pine trees and other native vegetation offer breathtaking views and make the area highly valuable for community members to enjoy. This area is also home to the Torrey Pines golf course, which host annual tournaments drawing preeminent players and spectators alike. Complementing these destinations is another life science cluster, where world-changing discoveries are made that are improving the lives of people the world over.

Rose Canyon is a significant community asset that provides open space and recreation opportunities; it is home to regionally unique habitats and species such as coastal sage scrub, chaparral, and oak woodlands. South of Rose Canyon, a flourishing residential neighborhood is supported by local-serving businesses and high-quality amenities, including schools and parks. Local shopping centers in this area serve community needs and offer spaces for local businesses.

The University Community has established itself as a successful and thriving hub for activity. Like many areas in the region, however, it is not without its challenges. Job growth has outpaced the supply of affordable housing options, which has created a large daily commuter population. The resulting traffic congestion and long commute times affect the quality of life for residents, workers, and visitors alike. Wide streets and high-speed traffic also act as barriers to safely walk or bike to meet daily needs, such as making a trip to the grocery store or going to the neighborhood park. While transit is an asset, poor pedestrian connections to and from transit stations to activity centers limit broader transit usage. The prevalence of superblocks—large swaths of land developed with little access or connectivity—exacerbate these issues. The Community Plan services as a guide for growth in the coming decades in a way that benefits everyone.

Torrey Pines State Natural Reserve is a community jewel and National Landmark located in the northwest portion of the community that includes 1,500 acres of protected coastal public space.

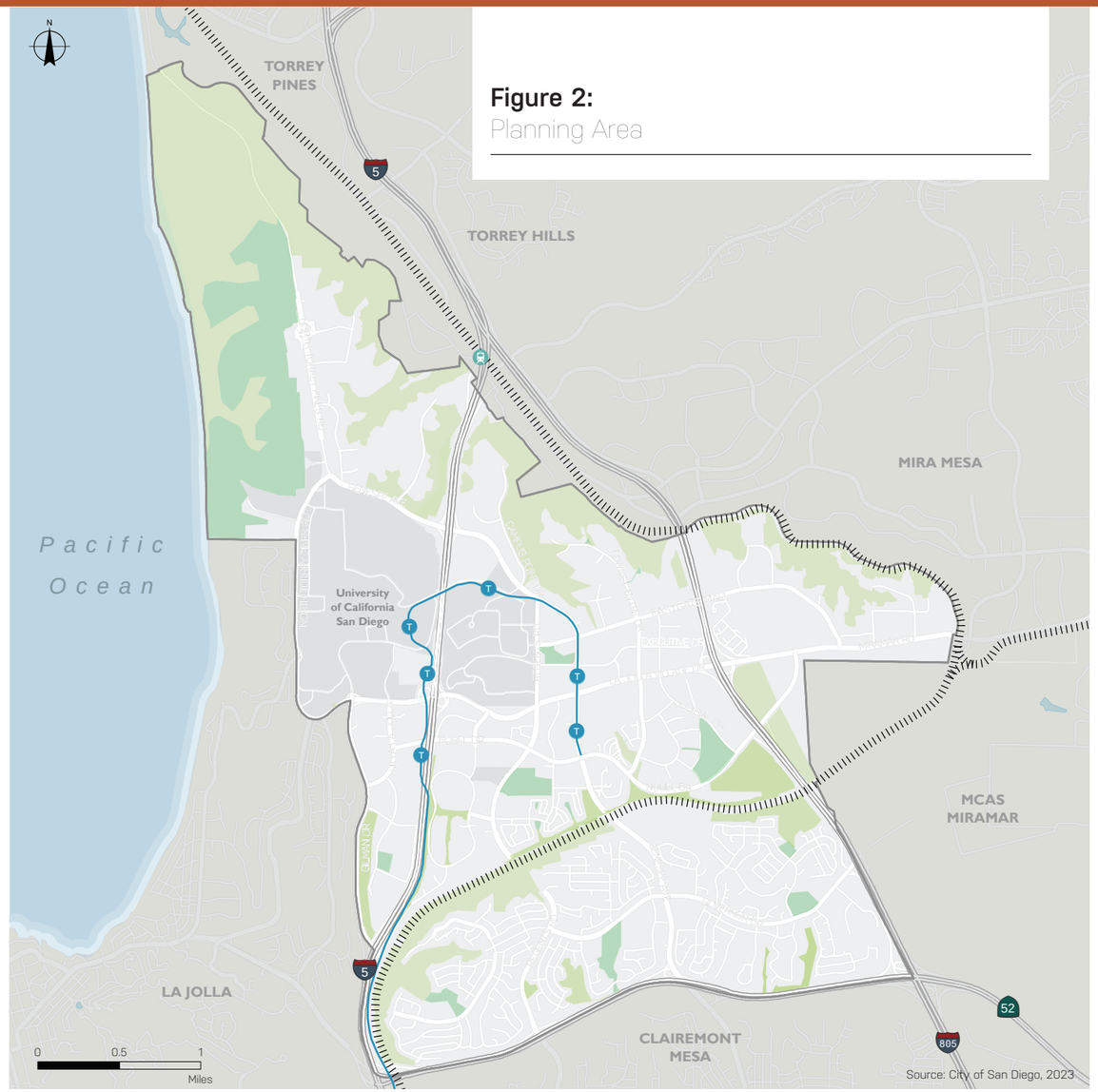


Figure 2:
Planning Area

Plan Purpose and Context

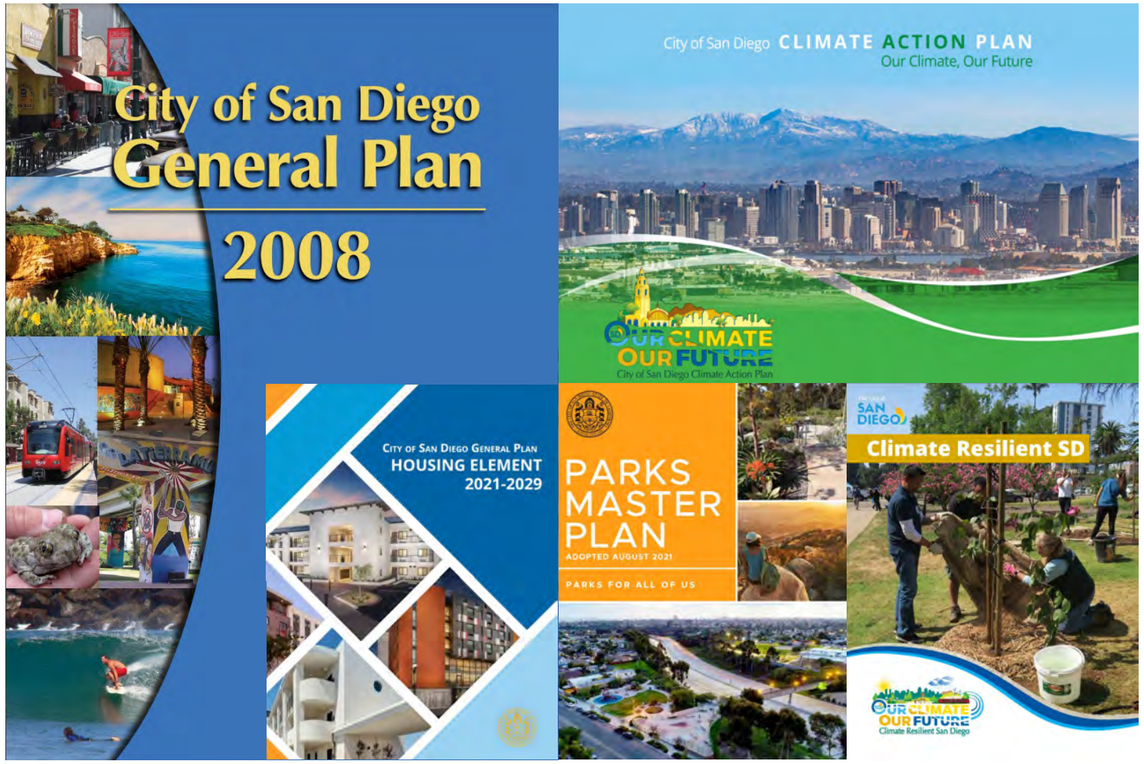
This Community Plan establishes the vision and strategy to guide future growth and development within the University Community. It is a guide for the local community, property owners, developers, and elected officials to have a shared understanding on how the University Community will grow and change in the coming decades. The Community Plan contains policies and regulations to provide direction on what types of future uses and public improvements should be developed in the area and replaces the University Community Plan that was adopted in 1987.

The policies in the Community Plan are based on citywide policy documents, including the General Plan, Climate Action Plan, Parks Master Plan and Climate Resilient SD. The purpose of this Community Plan is to apply and in some instances tailor the strategies and policies in those plans as appropriate for the University Community. In addition, the regional plan prepared by the San Diego Association of Governments (SANDAG), San Diego Forward, serves as a basis for policies related to mobility and how the University Community relates to the region as a whole.

General Plan

The General Plan provides a comprehensive policy framework for San Diego's growth and development in the coming decades, and is the foundation upon which all land use decisions at the City are based. With limited vacant land available for development, the General Plan uses a City of Villages strategy to guide land use planning efforts. This citywide strategy prioritizes reinvesting in existing communities by promoting growth in mixed-use, pedestrian-friendly activity centers linked to an improved regional transit system. The General Plan includes the Housing Element, which includes policies to ensure the City provides opportunities for more homes and affirmatively furthers fair housing. Policies within the General Plan help sustain the long-term economic, environmental, and social health of the City and its many communities.

This Community Plan provides context-sensitive direction, consistent with the General Plan, to guide future growth and development in the University Community. All applicable General Plan policies may be cited in conjunction with the Community Plan policies during design or review of development proposals. Together, the Community Plan and General Plan work together to establish the framework for growth and development in the University Community.



Climate Action Plan

The Climate Action Plan (CAP) provides strategies for reducing greenhouse gas emissions through local action. This Community Plan has been designed to help facilitate CAP implementation and address community-specific actions that, together with citywide policies, put the City on a trajectory to meet greenhouse gas emission reduction goals. While multiple sources contribute to greenhouse gas emissions, the on-road transportation network contributes over half (55%) of emissions. Convenient and more direct access to transit, biking, and walking for commuters, residents, and visitors will meet the changing transportation needs of the community by giving everyone multiple mobility options and supporting reductions in transportation-related greenhouse gas emissions.

Parks Master Plan

The Parks Master Plan (PMP) identifies policies, actions, and partnerships for planning parks, recreation facilities, and programs that reflect the vision of a world-class, citywide network of recreation experiences to engage, inspire, and connect all San Diegans. The PMP identifies a park standard, known as a Recreational-Value Based Park Standard, to evaluate and assign scores to park and recreation assets. This assessment helps to guide the Community Plan and develop a framework for future facilities.

Climate Resilient San Diego

Climate Resilient San Diego (SD) serves as the City's comprehensive plan to prepare for and respond to climate change hazards that threaten our communities, including wildfires, drought, extreme heat, sea level rise, and flooding. Long-range plans, including this Community Plan, support and integrate climate adaptation, resilience, and hazard mitigation in order to ensure minimal disruption to all critical City services in the face of climate change hazards.

San Diego Forward

San Diego Forward, the Regional Plan developed by SANDAG, is a 30-year plan that considers how the region will grow, where people will live, and how community members will move around the region. Data about population and economic forecasts as well as the identified future mobility system are used to inform strategies for growth and mobility in this Community Plan.

How to Use This Plan

The Community Plan details comprehensive policies for issues important to the University Community and identifies public improvements for a beneficial quality of life for the community. The Community Plan is the basis for the implementation of land use tools, including zoning and development regulations. Furthermore, the Community Plan helps to implement the land use and transportation strategies in the Climate Action Plan.

This Community Plan determines and directs the location, type, and intensity of different types of land uses, such as residential, office, commercial, or industrial. The Community Plan also provides guidance for the design of buildings, structures, public facilities, parks, open space, and streets. The Community Plan considers future transportation and infrastructure needs to support a growing community. The intent of the Community Plan is to improve the well-being of people both in the present and for future generations.

The chapters of this Community Plan contain goals that express a broad intent for future development or preservation. These chapters are supported by the Implementation chapter, which provides specific direction on how this plan will be realized. When a property owner chooses to develop their property, they should consult this Community Plan to understand the greater context of the University Community and how the development of a given property can contribute to the future vision. Each policy within the Implementation chapter should be reviewed against a potential development project for conformance and all applicable supplemental Development Regulations (SDRs) in the Community Plan Implementation Overlay Zone are to be followed to help ensure a more pleasant transition as the community grows.

This Community Plan seeks to guide the area through its next 20-30 years of development by building upon the University Community's prior successes and addressing present day challenges through a framework of thoughtful policies and design principles. These changes will help the University Community continue to evolve into a thriving urban center where innovation and opportunity can flourish for generations to come.

Plan Overview

Using citywide policies as a basis, a Vision Statement and Guiding Principles have been developed to serve as the foundation for the Community Plan for the future direction of the University Community. The Guiding Principles further define the most important aspects of the community to preserve and enhance. They establish shared community values and provide context for future decision-making. In addition, priorities have been identified that represent the main aspirations for the Community Plan, characterizing the most important needs to address as the community continues to grow over time. These priorities are supported by the topic-specific goals and policies that will help to achieve the desired vision.

Citywide Policies

Vision Statement

A diverse and dynamic community with renowned higher education, healthcare, scientific research and technology institutions and businesses connected through a robust multi-modal transportation network to a vibrant, mixed-use urban core and varied residential neighborhoods, which protects its unique natural habitat and canyon systems.

Plan Priorities

Plan Goals and Policies

- Vision & Community Framework
- Urban Design
- Mobility
- Parks & Recreation
- Conservation & Open Space
- Historic Preservation
- Public Facilities, Services & Safety

Implementation

Guiding Principles

Renowned Institutions

The development of institutions that provide world leading research, higher education and healthcare which contribute to the built environment and support the economic growth and attractiveness of the community.

A Vibrant Mixed-Use Urban Core

A land use pattern that focuses growth into a vibrant urban core which contains regional transit connections and a distinct range of uses, character, streetscapes, places, urban form and building design as a leader in sustainability.

A Diversified Housing Inventory

A housing inventory that contains a broad range of housing types and costs to accommodate a variety of age groups, household sizes and compositions, tenure patterns and income levels.

A Center of Economic Activity

An employment center with scientific research, technology and office uses that provide jobs in proximity to residential, retail and visitor serving uses connected by transit that supports the economic viability and attractiveness of the community.

A Complete Mobility System

A mobility system that provides multi-modal options and a complete network for travel within the community and connectivity to the region, enhancing economic growth, livability and sustainability.

A Sustainable Community Integrated with its Natural Environment, Open Space, and Recreational Areas

Preservation of open space, watershed protection and improvement, restoration of habitat, enhancement of species diversity, improvement of population based parks and recreation areas, and provision of connections for wildlife and people, contribute to community character, enhance quality of life, and preserve unique natural resources.

Additional Considerations

With the adoption of this Community Plan, concurrent actions amend the San Diego Municipal Code to further implement the policies of this document. All of these actions are subject to environmental review prior to adoption. Certain actions are subject to review by the California Coastal Commission within the Coastal Zone.

In addition, two other entities have land use jurisdiction within or directly adjacent to the University Community, including the State of California (University of California Regents and California State Parks) and the US Department of the Navy. Changes in the plans prepared by these authorities should be monitored in relation to the policies established in this Community Plan.

San Diego Municipal Code and Land Development Code

The San Diego Municipal Code implements the Community Plan policies through zoning, development regulations, and other controls pertaining to land use, density and intensity, building massing, landscape, streetscape, and other development characteristics. The Land Development Code within the San Diego Municipal Code contains the City's zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The Land Development Code contains citywide base zones that specify permitted land uses, residential density, floor area, and other development standards, as well as overlay zones which provide supplemental regulations tailored to specific geographic areas of the City. The Coastal Height Limit Overlay Zone limits the height of new buildings to protect coastal views within certain areas of the Community. This height limit was put in place by a local ballot measure and this limit can change with voter approval.

Local Coastal Program

Portions of the University Community are within the Coastal Zone and subject to the California Coastal Act. The Coastal Act requires all cities and counties within the Coastal Zone to prepare a Local Coastal Program (LCP), which includes issue identification, a land use plan, and implementation (zoning) Ordinances. Actions associated with this Community Plan will be integrated into the LCP upon Coastal Commission approval.

UC San Diego Campus Long Range Development Plan

The 2018 Campus Long-Range Development Plan (LRDP) guides the physical growth and development of the UC San Diego campus. The LRDP seeks to direct land use and capital projects to accommodate future space needs of up to 8.9 million net new gross square floor area of University growth. The LRDP also seeks to respond to projected demands for student enrollment, consistent with the Master Plan for Higher Education in California, to accommodate 42,400 students by the 2035-36 academic year (or until a new LRDP is approved by the University of California Regents). In light of the important relationship between UC San Diego and the University Community, any changes to the LRDP should be evaluated in recognition of this Community Plan document.

San Diego Coastal State Park System General Plan

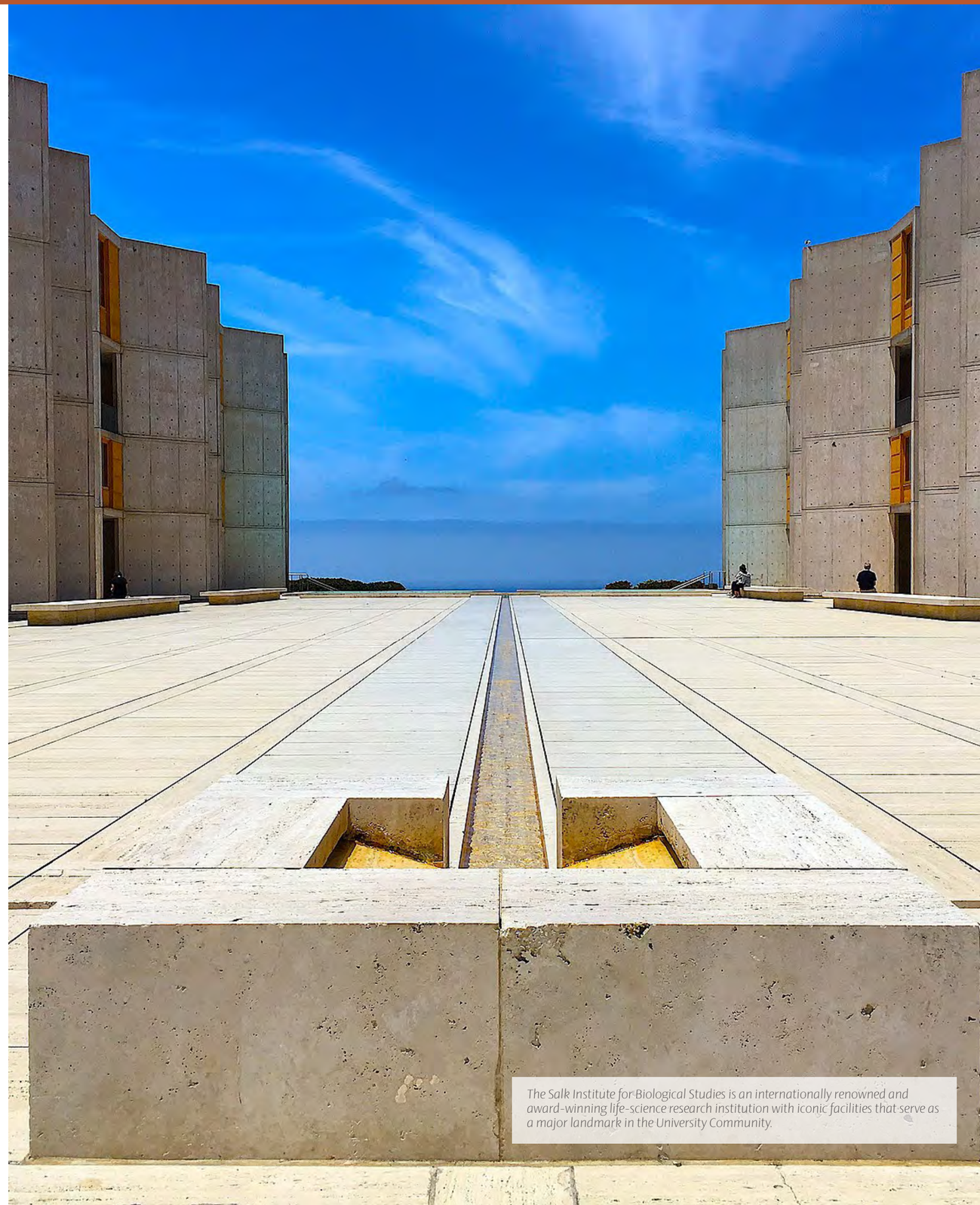
The management of Torrey Pines State Beach and State Reserve is covered under the San Diego Coastal State Park System General Plan. Adopted in 1984, this Coastal State Park System General Plan provides policies for general resource management, interpretive programs, and specific proposals for Torrey Pines State Beach and Los Peñasquitos Lagoon. Any updates to the Coastal State Park System General Plan should be monitored, with specific attention to the conservation and open space goals and policies of this Community Plan.

MCAS Miramar Master Plan

The Marine Corps Air Station (MCAS) Miramar Airport Master Plan area encompasses 23,065 acres, with over 15,000 service members and their families serving this location. The Master Plan identifies new facility development to support the Marine Corps mission. MCAS Miramar is not a part of the University Community Planning Area; however, it plays an important role given its adjacency to the community. Updates to this MCAS Miramar Master Plan should be monitored for consideration on how changes of the master plan may impact the University Community.

MCAS Miramar Airport Land Use Compatibility Plan

The Airport Land Use Commission for San Diego County adopted the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar to establish land use compatibility policies and development criteria to allow for orderly growth surrounding the airport consistent with the recommendation within the Air Installation Compatible Use Zone Study for MCAS Miramar prepared by the U.S. Marine Corps.



The Salk Institute for Biological Studies is an internationally renowned and award-winning life-science research institution with iconic facilities that serve as a major landmark in the University Community.

Building from the 1987 Community Plan

The University Community has been shaped by long-standing development patterns and previous community plans. These community plans have helped establish the University Community as a key subregional employment area not just for the City, but also the broader San Diego area. This Community Plan replaces the 1987 Community Plan. However, it carries forward previous land use recommendations with added refinement, such as continuing to provide a broad spectrum of housing opportunities, encourage economic growth, and preserve canyon open space areas. This Community Plan builds upon prior goals and recommendations and reimagines the future of the University Community with the area's current context in mind.

An Adopted Plan Buildout Report (prepared in November 2020) analyzed the remaining development capacity of the 1987 Community Plan. As of 2020, the 1987 Community Plan did not contain any capacity for additional homes. A majority of the 1987 Community Plan's 31.7 million s.f. non-residential capacity has been built, as well. As of 2020, only 3.7 million s.f. in unbuilt non-residential capacity remained. This analysis demonstrates that the capacity of the 1987 Community Plan has largely been realized. At the same time, the demand for homes and jobs continues to grow.

A key aspect of the General Plan is to support a high quality life for all San Diegans by providing more homes and jobs in a sustainable, climate-friendly way with ample opportunities to walk, bike, roll, and take transit. This approach helps reduce the harmful pollution, or greenhouse gases, entering the atmosphere and provides options beyond the car. The General Plan identifies areas with the greatest likelihood to support walking, biking, rolling, and taking transit if they were to grow and intensify. In 2021, six new light rail transit stations began operating in the University Community. The expansion of the MTS Trolley and other services to this area, coupled with the area's significance as a subregional employment center, indicate that the University Community has the potential to continue its transformation into a thriving urban village.

This Community Plan proposes an overall distribution of land uses that builds upon the 1987 Community Plan. The North University portion of the community continues to be envisioned as an urban mixed use node with the highest densities and intensities. The North University area, which is served by the MTS Trolley, is still identified to be the area's premier pedestrian district. Neighborhood-serving retail continues to be identified as an important use to serve the needs of residents, including the South University Neighborhood. This Community Plan also continues to encourage the preservation of canyon open space areas and promote opportunities for public spaces.

This Community Plan differs from the 1987 Community Plan in that it lifts previous restrictions on land use and development intensity in order to promote more flexibility and mixed use development opportunities. It also allows for higher density and intensity development in the North University area, which aligns with General Plan recommendations for additional homes and jobs within walking and bicycling distance of the trolley stations. Opportunities to promote affordable and fair housing have also been considered. Subsequent elements describe the vision for the University Community as it grows over the next several decades.

A view of the University Community, looking west along La Jolla Village Boulevard. Also visible are the Executive Drive Station and UTC Transit Center, which are served by the MTS Trolley.

Vision & Land Use Framework

The University Community Plan (also referred to as the "Community Plan") contains policies that will help to shape by new opportunities to live, work, and play. Through the implementation of the policies in this Community Plan, the University Community will be shaped by new opportunities to live, work, and play. The University Community will continue to grow as one of the region's premier economic centers, connected to local and regional transit lines while supporting cutting-edge research within the high-tech, biotech, and healthcare industries. These state-of-the-art facilities will be integrated with shared employee and community-serving amenities such as small plazas, mini parks, and other enhancements. Thoughtful site and building design will establish a pleasant and welcoming sense of place where all community members can thrive.

New and improved connections between the various campuses and institutions located along North Torrey Pines Road, Campus Point Drive, and Towne Centre Drive will create a more enjoyable walking experience. A network of continuous trails, paths, and bike routes will also allow for better connections to the natural landscape.

GOALS

- Encourage transit-oriented, mixed-use development centered around the Trolley stations and other major transit stops with high frequency service
- Establish a series of walkable, mixed-use urban villages across the University Community that support the housing and employment needs of the community and region
- Increase the overall capacity of homes across the community to promote a better balance of jobs and housing
- Promote the creation of a wide range of housing types that can accommodate various age groups, household sizes and compositions, and income levels
- Revitalize shopping centers into mixed-use areas that provide quality neighborhood amenities alongside multi-family housing stock, while continuing to provide local goods and services.
- Support the future of the University Community as a regional employment center for biotech, life sciences, scientific research and development, and other base sector industries
- Promote a land use pattern that seeks to reduce per capita greenhouse gas emissions and vehicle miles traveled

A promenade along Executive Drive will integrate the UC San Diego campus with the broader University Community. The promenade will offer a variety of experiences including playgrounds, benches, and fitness stations—bordered by cafés, restaurants, and other neighborhood businesses. Families, students, workers, and visitors alike will be able to linger and enjoy the setting. The promenande will be integrated into a larger, public three-mile health loop that offers fitness opportunities in an urban environment.

The urban core of the University Community will be shaped by new buildings that fill in once previously auto-centered super blocks. These buildings will contribute to the diverse destinations in the area and help to increase available housing opportunities. The existing residential areas in the northern part of the University Community will expand and benefit from increased walkability. A robust network of bicycle and pedestrian facilities throughout the area, including pedestrian bridges and enhanced pedestrian improvements across La Jolla Village Drive, will provide safe and convenient access to the Executive Drive and UTC Trolley stations and help people connect to the broader regional transit system.

This new development will also help transit stations transform from isolated structures into well-connected community assets. New buildings will be oriented towards stations and include complementary features such as terraced parks and elevated plazas that create inviting public spaces. Transit stations will be complemented by mobility hubs that further expand travel options to and from destinations by offering a one-stop hub of travel-related amenities--such as rideshare circulation, bikeshare, scooter and electric vehicle charging stations—to support residents, employees, and visitors in conducting their daily needs.

The South University neighborhood will continue to thrive as a residential community. Shopping centers in this area will be updated in design, form, and quality to add a greater mix of uses, including increased access to new homes in a mixed-use environment. Two linear parks along Regents Road and Governor Drive will offer new overlook areas to enjoy scenic canyon views. Governor Drive will be improved with traffic calming and buffered bike lanes so that residents can safely access key facilities in the area, including the various schools, recreation centers, and the University Community Branch Library.

The land use vision for the University Community presents a range of opportunities for the neighborhood to grow. This chapter suggests a variety of uses and building typologies to encourage the economic development of the University Community into a robust, transit-oriented neighborhood. Detailed in the Urban Design chapter are the six village areas, with strategies to concentrate density near Trolley stations and transit stops while supporting an active public realm. Improved infrastructure and transit connections between these villages lays the groundwork for low-emissions trips while mitigating car traffic. Redevelopment and infill development within these village areas will provide key community amenities, increase the local supply of homes, and accommodate job and employment growth in healthcare and tech-sector industries.

Plan Priorities

The following pages identify a set of priorities as a guide in order to achieve a harmonious transformation of the University Community into the one described in this vision. Although this transformation will be property by property and sometimes building by building, cohesion can still be possible if each project, whether private development or infrastructure, is designed with these priorities in mind.

Priority #1
— Supporting a Thriving Economy

Key Idea

Reinforcing the community's role as a major employment center will help support both the local and regional economy.

Recognizing the Importance of the Biotech Cluster: Co-location of biotech and life sciences laboratories with the area's hospitals and other tech offices creates an unmatched innovation hub to serve the region. Anchor institutions like UC San Diego and large companies cluster with smaller start-ups, business incubators, and accelerators.

Supporting University Advancement Beyond the Campus: Given the proximity to UC San Diego, companies choosing to locate in the University Community will benefit from this research institution's high-performing student body. Providing opportunities for affordable homes near these jobs will help prevent students leaving the University Community due to high housing costs and long commute times.

Creating Community-Centered Urban Villages: The Community Plan envisions compact, mixed-use urban villages near transit stops, stations, and major transportation corridors. These developments will improve upon existing services, increase the housing supply, and bring new jobs to the area, while leveraging transit investments. This will include providing necessary services for residential areas, and expanded opportunities for small businesses to flourish.

Building on a Successful Foundation

Priority #2
— Maximizing Transit Investment Success

Key Idea

Capitalizing on the Blue Line Trolley Extension will make the most out of the significant regional investment.

Increasing Connectivity Between Properties: The last mile connection from any of the Trolley stations and transit stops to a destination is made rich with activities, offers a safe path, and provides mobility options for the transit-rider. A network of public spaces and privately-owned, publicly accessible spaces are interspersed throughout the community to establish places for residents, workers, and visitors to gather, socialize, and meet.

Transit-Oriented Development (TOD): TOD promotes healthy and active lifestyles by focusing new development near transit infrastructure. TOD results in a compact urban development pattern that supports walking and transit use, offers convenient access to neighborhood resources (such as grocery stores, day care services, health care, schools, parks, and more), and promotes a safe and clean environment with reduced greenhouse gas emissions and traffic congestion.

Creating Human-Scale Streets: Mixed-use developments introduce activated frontages and human-centered placemaking. Spaces in and around transit stations are filled with the amenities, resources, spaces, and infrastructure people need to connect.

Priority #3
— Allowing a Variety of New Homes

Key Idea

Providing a variety of options for new homes within the community keeps the area welcoming for both existing residents and future generations.

Recognizing the Need to Support Affordable and Fair Housing: Although living in the University Community would be desirable for many people in the region, too many have been priced out. The University Community is considered a "high resource" community with easy access to high-paying jobs, high-performing schools, and good air quality. Creating more homes, including affordable ones, helps unlock this community for more people to enjoy.

Keeping the University Community Family-Friendly: Homes for families can be difficult to find. Residents with multiple children or intergenerational families may not be able to find opportunities to live in places within walking distance of transit, schools, and parks. New housing in the community (at all income levels) would better accommodate families if it includes homes with three or more bedrooms.

Building Homes to Meet Changing Needs: The greater the variety of types of homes created, the more options people will have to meet their housing needs. This includes accessible homes for seniors, students, and service workers of all income levels. As San Diego's population ages, creating accessible homes is an important way to ensure more current residents can remain in the University Community as their needs change. Also key is planning for homes where daily needs can be met through easy access to community services and retail such as grocery stores.

Priority #4
— Ensuring a Sustainable Future

Reducing Vehicle Miles Traveled: Locating housing and employment together will help to reduce commute times among local employees, which can help to alleviate automobile traffic for the broader community. The shorter distances people drive, the less greenhouse gas emissions enter our environment, helping to stave off effects of a changing climate.

Sustainable Building Design: Integrating innovative building initiatives and accessible design measures will ensure a sustainable development footprint. Incorporating activated frontages with welcoming public spaces and green infrastructure will improve the quality of life for University Community residents and its workforce.

Dedicating and Celebrating Open Space: Open space canyons help to define the character of the University Community. This Community Plan identifies expanded open space dedications to ensure their long term conservation. This Community Plan also seeks to strike a balance to allow access for people to appreciate open space and the benefits its protection affords.

Key Idea

Furthering long-term Climate Action Plan goals for reducing greenhouse gas emissions can lead to a more resilient future.

Priority #5
— Designing Streets for People

Reducing the Stress on Bicyclists: Bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent automobile travel greatly reduces stress on bicyclists. With many destinations in the community within bicycling distance, making it easier for people to bicycle improves mobility for everyone, even people unable to bicycle.

Make Walking a Desirable Option: Many people live in walking distance to daily destinations within the community but choose to drive when visiting. With more comfortable paths of travel, walking can be more appealing. This is achieved by wider sidewalks and better buffering between street automobile traffic and pedestrian zones.

Making Transit More Comfortable: Comfort is an important aspect of the transit passenger experience. It is important that waiting areas and transfer points are made as pleasant as possible to promote continued transit use. Areas surrounding Trolley stations and transit stops can feel more secure when they are connected to the adjacent uses, well-lit, and sheltered. Crowded bus stops should be enhanced to allow more people to fit comfortably.

Key Idea

Enhancing walking, rolling and biking connections between key destinations throughout the community can improve people's overall mobility.

Land Use Framework

To implement the Vision and Guiding Principles while addressing the Key Priorities, this Community Plan includes a land use map to guide future development. As the community continues to grow, existing developments will be redesigned to support opportunities for jobs and housing centered around transit. The Community Plan also addresses the availability of homes by increasing the overall housing capacity across the community and promoting the creation of a wide range of housing types that can accommodate various age groups, household sizes and compositions, and income levels. This approach, which adds more opportunities for homes in an already jobs-rich area served by transit, can provide opportunities for people to live near where they work. The Land Use Framework includes planned land uses cosistent with the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.

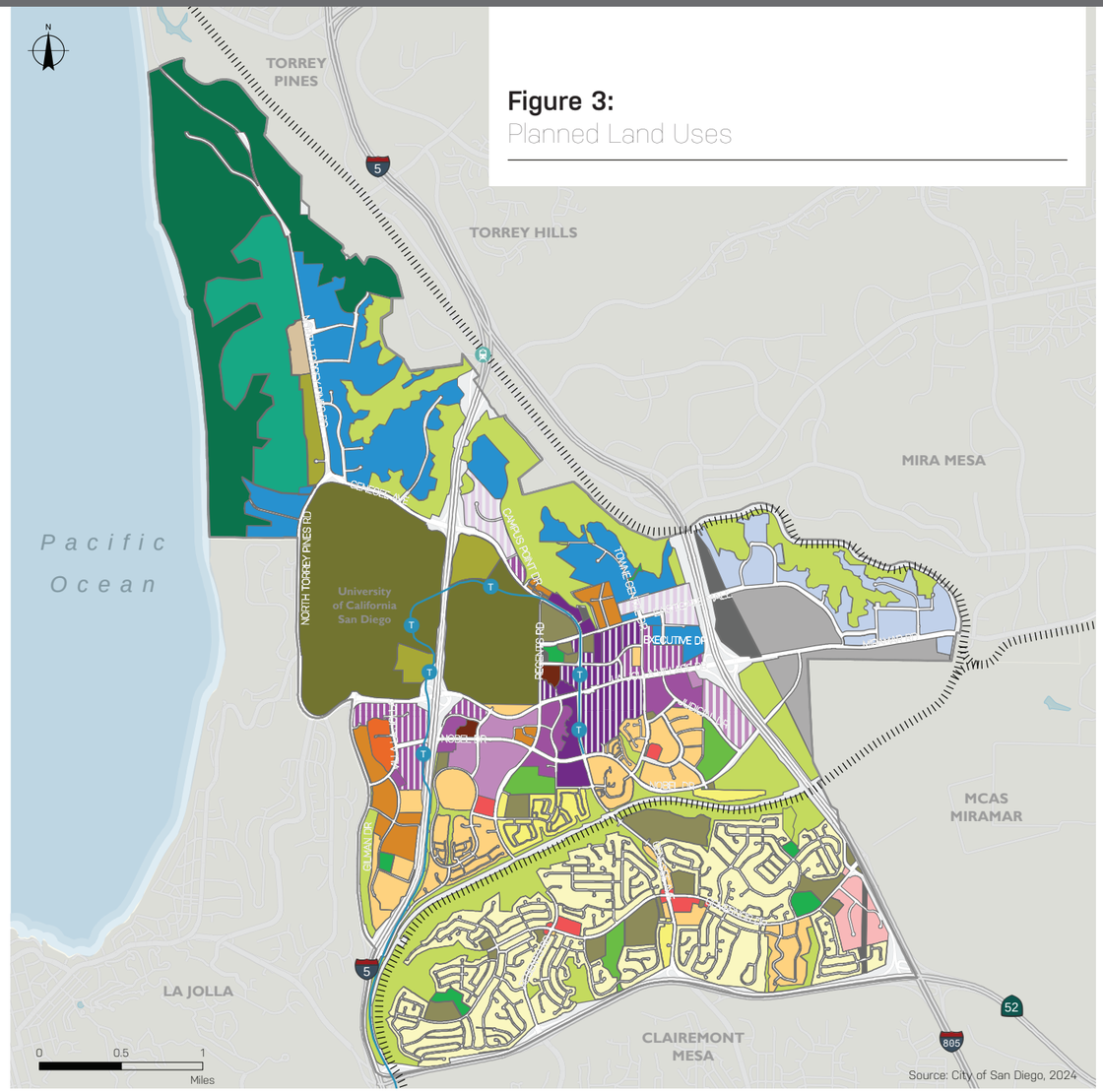
The City strives to eliminate disparities and to provide access to services and resources, including jobs and housing. Fair housing occurs when individuals of similar income levels in the same housing market have the same range of housing choice available to them regardless of their characteristics as protected under local, State, and Federal laws.

Planned Land Uses

The Community Plan balances climate goals with the sustainable growth of San Diego's economy by scoping a range of land use needs concentrated around transit and job centers. Planned land use within the University Community supports jobs and community and neighborhood serving retail services and introduces residential as part of the urban village designations where compatible with the Airport Land Use Compatibility Overlay Zone. Figure 3: Planned Land Use is based on the General Plan's land use designations. As indicated in Figure 3, the highest density urban village designations are centered around the Executive Drive and UTC Trolley stations. The highest density residential areas are located along the La Jolla Village Drive and Nobel Drive corridors, while lower and medium density housing makes up most of the University Community south of Rose Canyon. Community Village designations, allowing a mix of residential and commercial uses, are found at major intersections throughout the University Community. The northwestern area of the community is characterized by its balance between open space canyons and scientific research uses with the potential to explore future mixed use opportunities.

The University Community looking towards UC San Diego.

Figure 3:
Planned Land Uses



- Residential Low-2 (5-9 du/ac)
- Residential Low-3 (10-14 du/ac)
- Residential Low-4 (15-29 du/ac)
- Residential Medium-1 (30-44 du/ac)
- Residential Medium-3 (55-73 du/ac)
- Residential Medium-4 (74-109 du/ac)
- Commercial Office Med-3 (0-73 du/ac)
- Community Village Med-3 (0-73 du/ac)
- Visitor Commercial Low-4 (0-29 du/ac)
- Urban Village Med-2 (0-54 du/ac, FAR up to 3.0)
- Urban Employment Village Med-2 (0-54 du/ac, FAR up to 3.0)
- Urban Village High-1 (0-109 du/ac, FAR up to 3.0)
- Urban Employment Village High-1 (0-109 du/ac, FAR up to 3.0)
- Urban Village High-2 (0-145 du/ac, FAR up to 5.0)
- Urban Employment Village High-2 (0-145 du/ac, FAR up to 5.0)
- Urban Village High-3 (0-218 du/ac, FAR up to 7.0)
- Urban Employment Village High-3 (0-218 du/ac, FAR up to 7.0)
- Scientific Research
- Golf Course
- Resource Based Park
- Open Space
- Neighborhood Park
- Community Park & Rec. Center
- Light Industrial
- Institutional
- UC San Diego
- Hospital
- Utility
- Military

Note: FAR = Floor Area Ratio, the relationship between a building's total usable floor area and the total area of the lot on which the building stands.

Land Uses — Residential


Residential Low-2 (5-9 du/ac)
A mix of lower density residential development including single-family homes and accessory dwelling units arranged as stand-alone detached or attached units, with front, rear, and side yards on small lots. May also include duplexes and garden apartments. No more than four units will be allowed on a given parcel. Parking is typically integrated into the ground-floor of the units in an individually secured garage.


Residential Low-3 (10-14 du/ac)
A mix of townhomes, garden apartments, and multi-family units. Townhomes or row homes are typically clustered in groups of 4 to 6 units. This combination of residential types supports a pedestrian scale. Parking is integrated into the ground-floor of the units


Residential Low-4 (15-29 du/ac)
Townhomes and garden apartments or condominiums on small lots. Buildings can be organized around a central courtyard with individual or shared open space. Parking is typically a mix of private or shared garages, or surface parking.

Residential Medium-1 (30-44 du/ac)
A mix of townhome, garden apartments, and multi-family units. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. Parking is typically a mix of tuck-under parking, shared garages, and/or surface parking.


Residential Medium-3 (55-73 du/ac)
This category supports compact condominium/apartment buildings. Development typically includes common areas. Private and shared open space is a key component of the design, along with community amenities. Clear pedestrian connections should be made throughout the site and to other areas within the community. Parking is typically a mix of shared garages and/or surface parking.

Land Uses — Residential

Residential Medium-4 (74-109 du/ac)
Multi-family sites and condominium/apartment buildings in the highest density range with a network of active frontages. Developments typically include some combination of privately-maintained outdoor space, plazas, courtyards, pedestrian paseos, and greenways. Parking is typically shared structures.


Land Uses – Mixed Use

Urban Village & Urban Employment Village Medium-2 (0-54 du/ac, FAR up to 3.0)

Mixed-use development that allows for a variety of commercial and employment use and encourages residential at a medium density range. Developments can create unique housing opportunities that support creative office, business incubators, and high-tech research. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.

Urban Village & Urban Employment Village High-1 (0-109 du/ac, FAR up to 3.0)

Mixed-use development that allows for a variety of commercial and employment uses and encourages residential at a medium-high density range. Urban housing and employment opportunities are interspersed with active street frontages and connected through pedestrian-oriented design. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.

Urban Village & Urban Employment Village High-2 (0-145 du/ac, FAR up to 5.0)

Serves the community with a dense mix of pedestrian-oriented, community serving residential, commercial, and employment uses. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.

Urban Village & Urban Employment Village High-3 (0-218 du/ac, FAR up to 7.0)

Allows for high intensity, mixed-use development consisting of commercial, residential, office, and retail connected by pedestrian pathways and public spaces. Active street frontages and pedestrian-oriented design are enhanced and outdoor spaces, plazas, and paseos are a central organizing feature. Parking is minimized and fully integrated within buildings to encourage transit use. In Urban Villages, residential would be the primary use. In Urban Employment Villages, employment would be the primary use.

Note: FAR = Floor Area Ratio, the relationship between a building's total usable floor area and the total area of the lot on which the building stands.

Land Uses – Employment

Commercial Office Medium-3 (0-73 du/ac)

Office commercial provides for employment and professional office uses. Complementary retail and residential uses can be included to support the office uses. Residential uses would be allowed per the regulations of the zone.

Community Village Medium-1 (0-73 du/ac)

Community Village allows for commercial, office, and multi-family residential uses, including mixed-use with office or residential space above retail space, with an emphasis on employment uses. This use also contains public gathering spaces and/or civic uses. Large surface parking areas are discouraged. Residential uses would be allowed per the regulations of the zone.

Visitor Commercial Low-4 (0-29 du/ac)

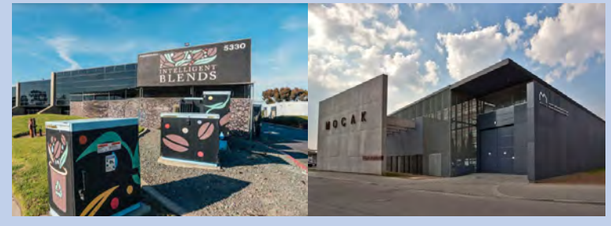
Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions.

Scientific Research

Provides for development that accommodates laboratories, research and development, and other technological facilities as well as some office and commercial to serve these industries. No residential is permitted in this land use area. Parking is encouraged to be provided through multi-story garages to minimize extensive surface area lots.

Light Industrial

Allows a wide variety of industrial uses including light manufacturing, research and development uses, storage and distribution, and transportation terminals. Multi-tenant industrial uses are permitted. Heavy industrial uses that have significant nuisance or hazardous effects are excluded. This land use and intensity can be limited by the Airport Land Use Compatibility Overlay Zone for MCAS Miramar.



Land Uses – Park & Open Space


Golf Course
Land use designation providing for the Torrey Pines Golf Course, situated east of the Torrey Pines State Natural Reserve.


Resource-Based Park
Provides for the Torrey Pines State Natural Reserve, located west of the I-5, south of Del Mar, and north of UC San Diego. The 1,500-acre natural reserve is both a protected area targeted for conservation.


Open Space
This designation maintains areas of undeveloped canyons and hillsides which can contain environmentally sensitive resources.


Neighborhood Park
This designation allows for passive and active recreational uses, such as linear parks, community parks, and neighborhood parks with facilities to meet the recreational needs of the community and the City


Community Park and Recreation Center
Provides for areas designated for passive and/or active recreational uses, and allows for facilities, services, and programs to meet the recreational needs of the community as identified in the Parks and Recreation chapter.

Land Uses – Civic & Institutional

Institutional
Institutional uses provide either public or private facilities that serve a public benefit for the community or a broader area. Institutional land uses within the community consist mainly of Fire Stations; Branch Libraries; public, charter, and private schools; and places of worship. Housing may be included with an institutional use on sites with this designation at a density as allowed by the underlying zoning.


University of California, San Diego
Provides for the University of California, San Diego campus which occupies a portion of the northern University Community area and straddles the I-5. Given the number of Trolley stations within the campus, logical mobility connections between the campus and the broader community are encouraged. This designation includes the UC San Diego Medical Center campus.


Hospital
This land use designation provides for four major hospital properties within the University Community Planning Area: Veterans Administration Medical Center, Scripps Memorial Hospital La Jolla, Scripps Green Hospital, and UC San Diego Medical Center.


Utility
Provides for public utilities and services throughout the University Community Planning Area, including power sub stations and telephone offices. Any changes to utility facilities are encouraged to incorporate landmark design features. If a utility facility is retired the land should be converted to neighborhood park space.


Military
Provides for the Marine Corps Air Station (MCAS) Miramar master jet station west of the University Community Planning Area. The area provides aviation operation and maintenance facilities, as well as a range of support functions for service members and their families.

Airport Land Use Compatibility

MCAS Miramar is a master jet station that provides the Marine Corps and other military services with a platform for aviation operations on the west coast. MCAS Miramar is centrally located between inland air-to-ground ranges and maximizes the Marine Corps' ability to train. MCAS Miramar is authorized to operation 24-hours a day, seven days per week. MCAS Miramar provides aviation operation and maintenance facilities, as well as a wide range of support functions needed for service members and their families.

The Airport Influence Area (AIA) for MCAS Miramar serve as the planning boundary for Airport Land Use Compatibility Plan (ALUCP) and are composed of noise contours, safety zones, airspace protection surfaces, and overflight areas. The Airport Land Use Commission for San Diego County adopted the ALUCP for MCAS Miramar to establish land use compatibility policies and development criteria within the AIAs in order to allow for orderly growth surrounding the airport consistent with the recommendation within the Air Installation Compatible Use Zone Study for MCAS Miramar prepared by the US Marine Corps..

The MCAS Miramar ALUCP is implemented through the City's Airport Land Use Compatibility Overlay Zone. The policies and criteria contained in the Airport Land Use Compatibility Plan are addressed in the General Plan (Land Use and Community Planning and Noise Elements) and implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the San Diego Municipal Code.

Portions of the University Community will continue to be subject to general aviation aircraft overflights. Those flights are outside of the jurisdiction of the City and within the purview of the Federal Aviation Administration.

F/A-18 Hornet aircraft are stationed at MCAS Miramar.

Coastal Zone and Local Coastal Program

California Coastal Act of 1976 established a coastal zone boundary within which certain planning and development requirements must be met. These requirements have been designed to protect and enhance California's coastal resources. The North City Local Coastal Program Land Use Plan (LCP) was adopted by the City Council in March 1981, revised in May 1985 and revised again in March 1987.

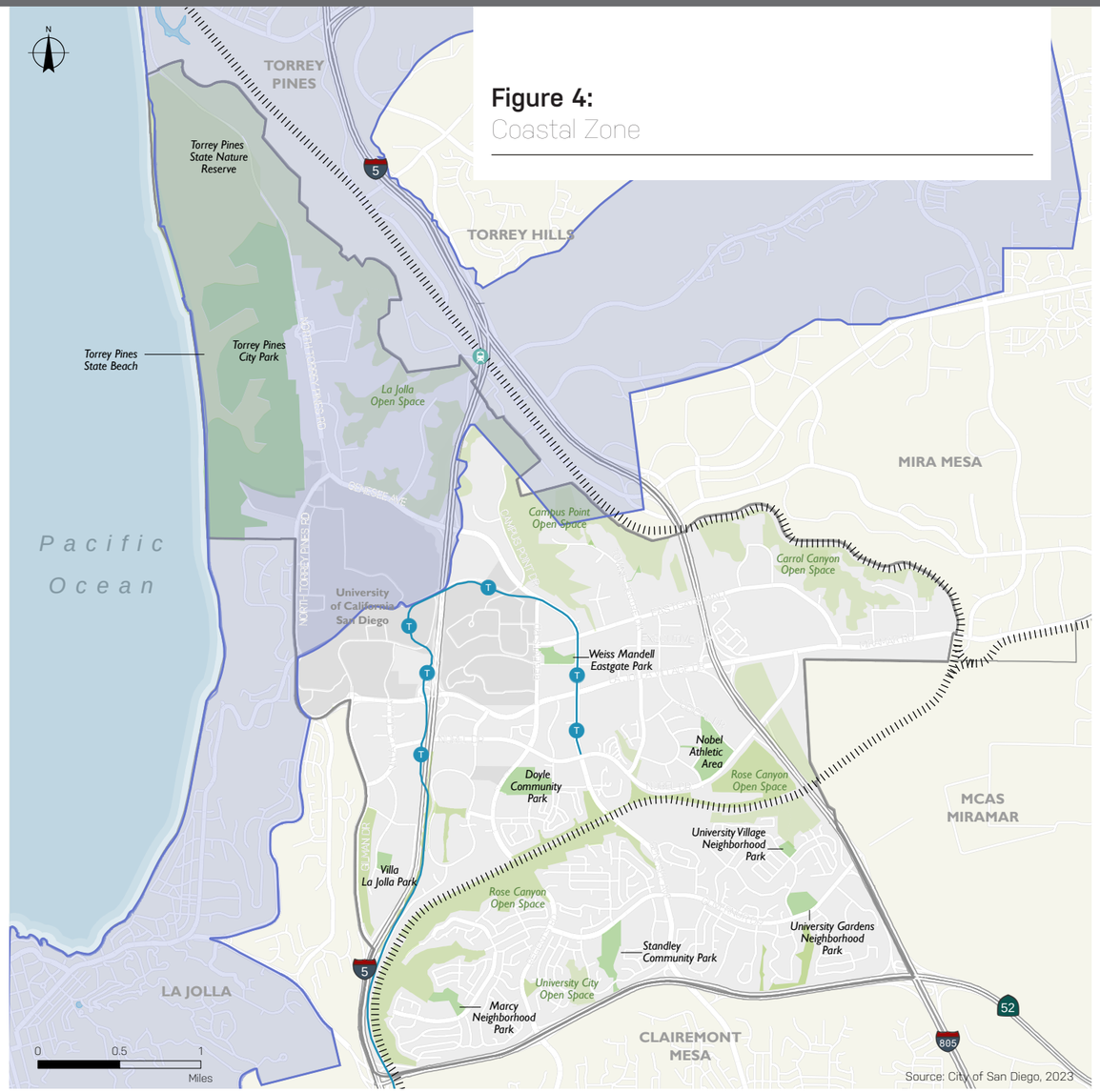
The LCP for the portion of the Coastal Zone within the University Community is incorporated into this Community Plan. The Torrey Pines States Reserve, Torrey Pines Golf Course, part of UC San Diego, and some sections of the Scientific Research and Open Space land uses in the northwestern area of the University Community Planning Area are within the Coastal Zone (Figure 4). This Community Plan serves as the LCP for the University Community by incorporating the LCP through integration of its issues and proposals into the chapters and detailed policies.

The Coastal Act—which is implemented by the California Coastal Commission—requires all cities and counties within the Coastal Zone to prepare a Local Coastal Program (LCP). The LCP includes issue identification, a land use plan, and implementation (zoning) ordinances.The Local Coastal Program for the Coastal Zone areas in the University Community are integrated into this Community Plan. The Implementation chapter contains policies to protect and enhance coastal resources, addresses public access and recreation, and provides for view preservation within the Coastal Zone.

The Land Development Code requires Coastal Development Permits for applicable development proposals in the Coastal Zone. conform to the LCP in the Community Plan and the California Coastal Act. Coastal Development Permit procedures are specified in the Land Development Code. A Coastal Development Permit is required unless a project qualifies for an exemption outlined within the procedures which will be determined during the Coastal Development Permit review process. Coastal Development Permits are issued by the City. However, development within UC San Diego are not issued Coastal Development Permits by the City.

View from Torrey Pines State Beach.

Figure 4:
Coastal Zone



Prime Industrial Lands

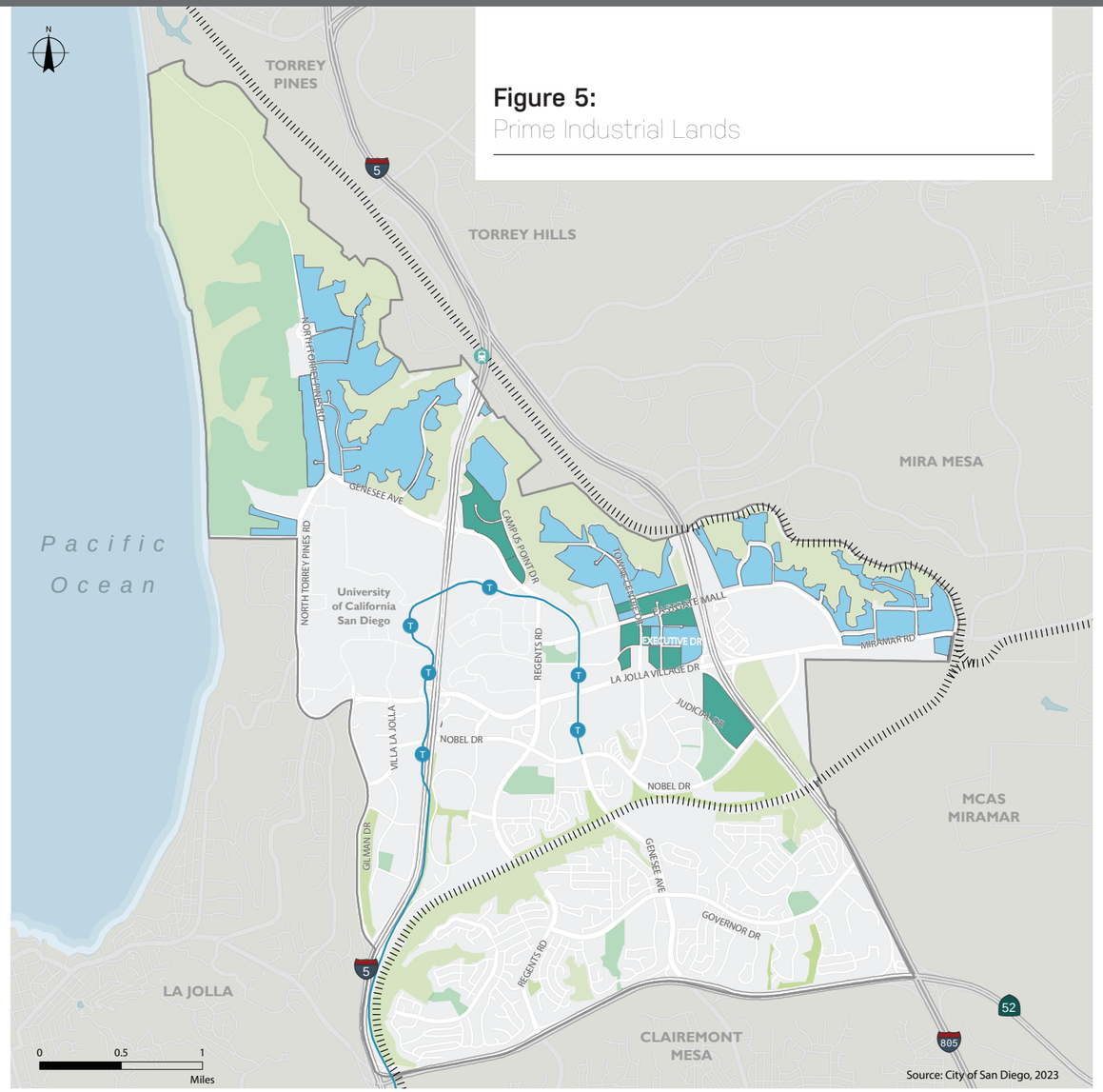
Prime Industrial Lands play a pivotal role in the economic growth and sustainability of our city. These areas are characterized by their strategic location, accessibility to transportation networks, and suitable infrastructure, making them highly attractive for scientific research and development uses. They provide a foundation for fostering job creation, innovation, and economic development. Prime Industrial Lands not only serve as the backbone of various employment uses but also act as catalysts for attracting investments, both domestic and foreign. As a result, they contribute significantly to the city's gross domestic product (GDP) and revenue generation, which, in turn, allows the City to fund critical public services and infrastructure projects.

Furthermore, the strategic importance of Prime Industrial Lands extends beyond the economic realm. They serve as hubs for scientific research and development and technological innovation that underpin many aspects of the University Community. Sustainable and well-planned scientific research and development uses can promote environmental responsibility by adhering to stringent regulations, minimizing pollution, and encouraging eco-friendly practices. This not only benefits the immediate University Community but also has wider-reaching implications for the City's sustainability goals. Overall, prime industrial lands are invaluable assets that are fundamental to economic prosperity, technological advancement, and environmental stewardship in today's interconnected world.

Prime Industrial Lands, as depicted in Figure 5, are areas that support scientific research and development uses within the University Community. Areas identified as Prime Industrial Land - Flex support the creation of vibrant, walkable, and connected employment-oriented mixed-use villages to encourage the expansion of knowledge-based jobs and the innovation economy. The provision of housing in an employment-rich area helps improve the jobs-housing balance and provides opportunities for walking, biking, and taking transit to work—contributing to reductions in automobile dependency, traffic, and household transportation costs. The identification of both Prime Industrial Lands and Prime Industrial Land - Flex promotes adaptability and flexibility to accommodate changing employment trends, innovation, growth, and expansion, as well as the collocation of housing, while also protecting base sector scientific research and development uses.

The pharmaceutical industry has found a welcome home within the Prime Industrial Lands of the University Community.

Figure 5:
Prime Industrial Lands



Prime Industrial Land
Prime Industrial Land - Flex

Planning Horizon

The Community Plan provides land use direction that covers a 30-year planning horizon. The table below presents the potential development capacity resulting from the application of the Community Plan land uses. These projections provide a reasonable assessment of the University Community's development potential. However, designation of site for a certain use does not mean that all of these sites will undergo change within the 30-year horizon of the community plan, or that other sites not included in this acreage will not undergo change.

For the purposes of calculating the future household population, it has been assumed that 2.41 persons reside in each household and vacancy rates of 2.2 percent for single-family homes and 6 percent for multi-family homes. The persons per household and vacancy rates are assumptions derived from the San Diego Association of Government (SANDAG) Series 14 forecast for the University Community Plan Area in 2050.

	Existing (2020)	Future Change	Horizon Total
Population	64,206	65,360	129,566
Employment (Jobs)	90,000	72,000	162,000
Residential (Dwelling Units)	26,520	30,480	57,000
Non-residential (Square Feet)	59,285,000	40,582,000	99,867,000

A Bird's eye view of the MTS Trolley, UTC Transit Station, and surrounding development.

Urban Design

The University Community developed in the second half of the 20th century with wide streets and auto-centric landscapes that cater to the car. The community was established as a series of master-planned developments intended for movement of cars from one enclave to the next. Many of these neighborhoods offer pleasant walkable environments within their boundaries, but few areas connect to each other and to the greater community in a meaningful way.

The Community Plan establishes a shift from car-oriented to transit-oriented design in the University Community. The implementation of six light rail Trolley stations at Nobel Drive, Veterans Administration Medical Center, UC San Diego Central Campus, UC San Diego Health Campus, Executive Drive, and UTC creates an opportunity to transform from an auto-centric area with separated land uses into a connected, mixed-use, and transit-oriented community centered around a rich and vibrant public realm. Leveraging this investment in transit, this plan envisions a walkable, transit-oriented community that connects the variety of existing and planned employment, commercial, recreation, education, and residential uses in the area. New development aligned with this vision has the potential to catalyze placemaking and contribute to an enhanced sense of identity for the University Community.

GOALS

- A community that is orderly, visually pleasing, and contributes to a sense of place and context through the deliberate arrangement of buildings, open space, parking, and circulation.
- Development that contributes to vibrant, accessible, and comfortable public spaces and gathering areas that are integrated with building and landscape design to support social interaction, recreation, and everyday civic life.
- A pattern of growth that contributes to reduced automobile dependency, promotes transit access and multi-modal circulation, and maximizes the benefits of transit infrastructure in the community.
- A community with a clear and unique sense of place and community identity made evident in its streetscapes, parks and open spaces, canyons and mesas, buildings, art installations, and transit infrastructure.

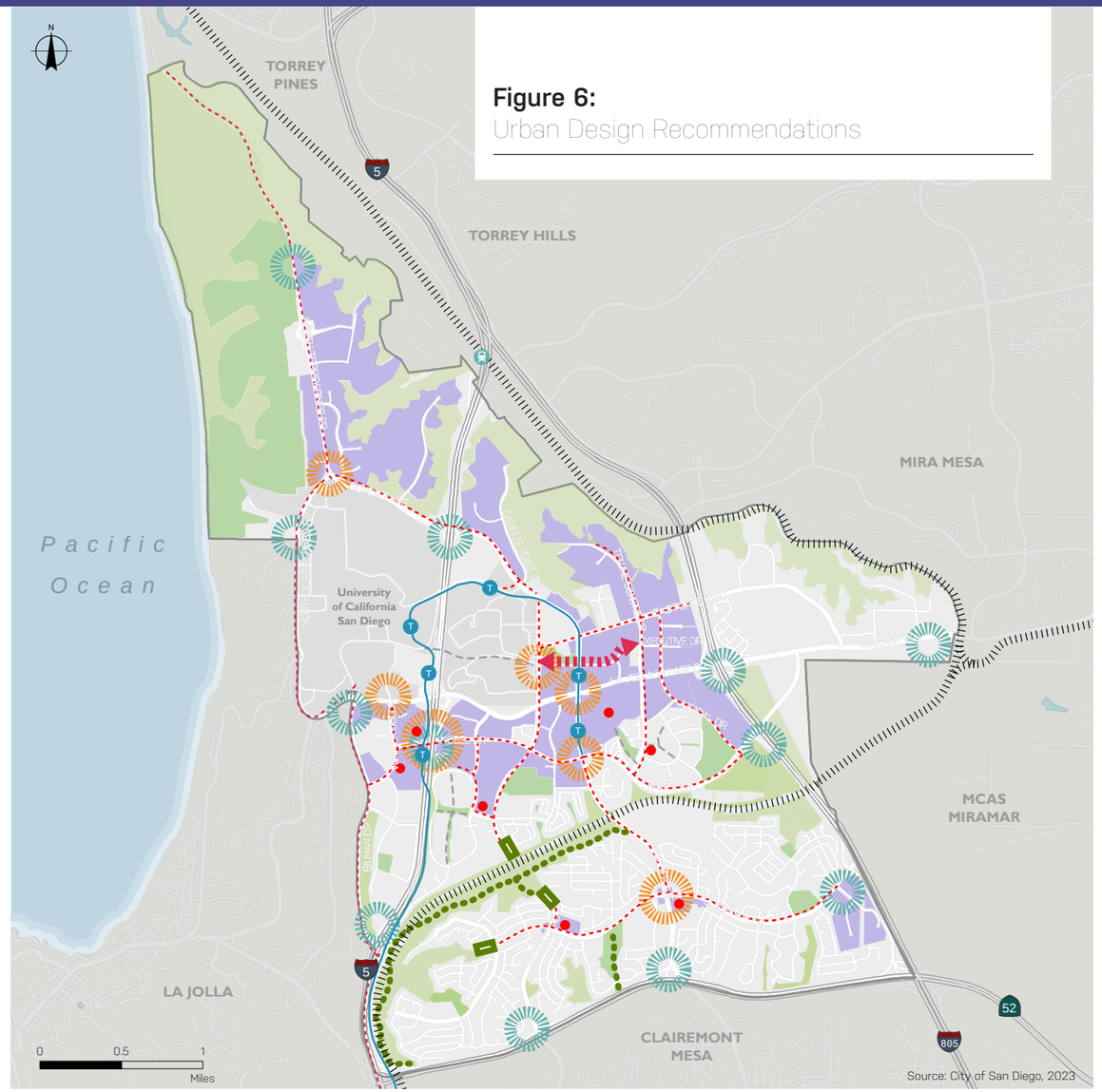


Figure 6:
Urban Design Recommendations

Existing Conditions
- Trolley Line
- Trolley Station
- Existing Parks/Open Space

Urban Design Framework
- Gateways
- Prominent Intersections
- Commercial Node
- Urban and Community Village Areas
- Pedestrian Promenade
- Key Corridor
- Other Connection
- Open Space Connection
- Greenway

General Design

Creating unique and special places will be a major component of new development within the University Community. Urban and Community Village Areas are envisioned as central gathering spaces with a mix of homes, jobs, services, and amenities that will be frequented by many community members. The experience one has in these areas will influence the overall impression of the community. As growth occurs, elevating design and improving the relationship between current and new buildings and spaces will be important in order to create a unique sense of place and community identity (See Figure 6). Highlighting community gateways as well as providing intentional site planning and building design at prominent intersections and along key corridors has the opportunity to reinforce a unique sense of place. Celebrating the community's open space connections through features such as greenways can further contribute to the area's identity. Scale is an important component of placemaking, as well, and buildings of all sizes are envisioned to be human-centered in their design and focused on the people who will be using them.

Building Form

Buildings shape space, and those spaces between buildings shape our urban environment and public realm. As growth occurs, new buildings in Urban and Community Village Areas have the opportunity to positively contribute to the sense of place within the University Community through conscious and thoughtful design. The first two stories of space and mass are critical to shaping the human experience of the relationship of the building to its urban environment (Figure 7). The placement of key features, including building entrances, the transparency into the building, the glazing design on the street level, and the façade elements (such as, awnings, overhangs, signage, lighting, storefront design, recessed areas, covered walkways, arcades, etc.), can contribute to visual diversity and the sense of human scale.

Large floorplate buildings and high-rises influence the urban form of the University Community. Through careful attention to the massing and form for large buildings, the impacts of bulk can be reduced while creating unique opportunities for placemaking. This can be accomplished by paying greater attention to the building's bulk and scale, to its roofline design, and to the design of its "skin" or exterior facades. Upper story stepbacks and other design measures can provide sun access for neighboring properties, create opportunities for terraced open spaces, and provide a clear demarcation between the building's base and upper floors in order to establish the building's relationship to the street (Figure 8). Variations in roofline design provide an opportunity for tall buildings to articulate a rich urban "silhouette" or

Example Features to Promote Human Scale:
- A Building Entrance
- B Transparency into the Building
- C Glazing Design on the Street Level
- D Façade Elements that Contribute to Visual Diversity

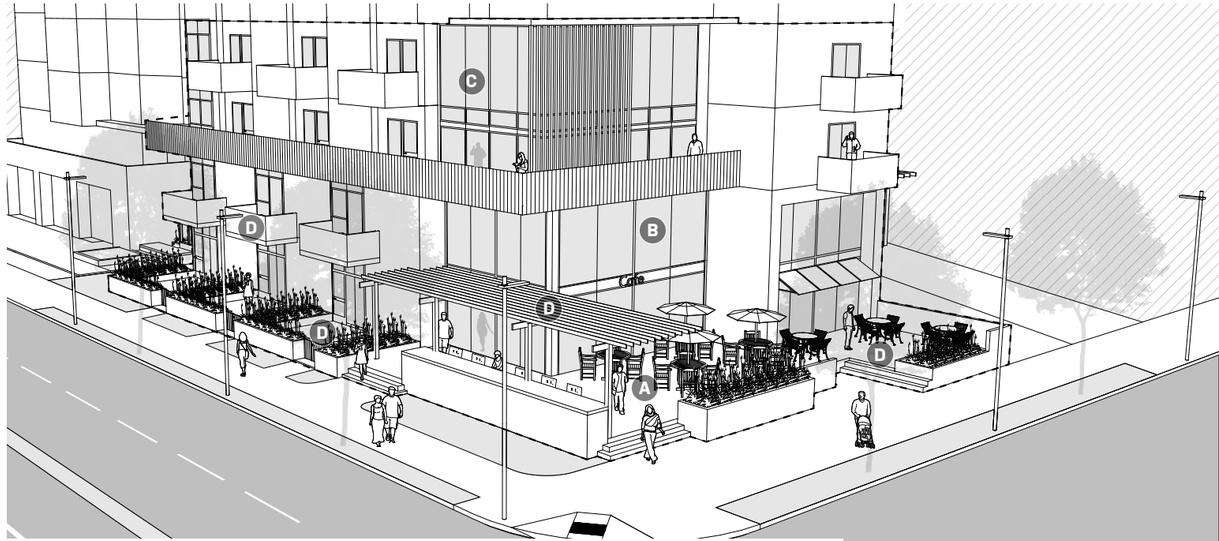
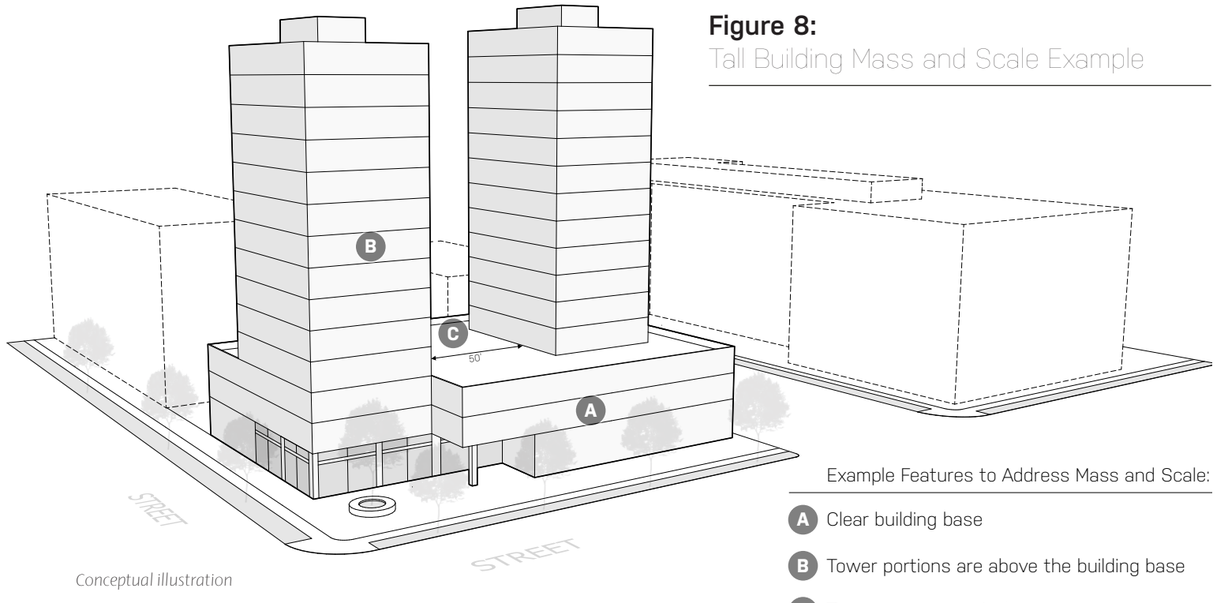


Figure 7:
Example of the First Two Stories and Relationship to Human Scale

Conceptual illustration



Conceptual illustration

Figure 8:
Tall Building Mass and Scale Example

Example Features to Address Mass and Scale:

- **A** Clear building base
- **B** Tower portions are above the building base
- **C** Towers are separated

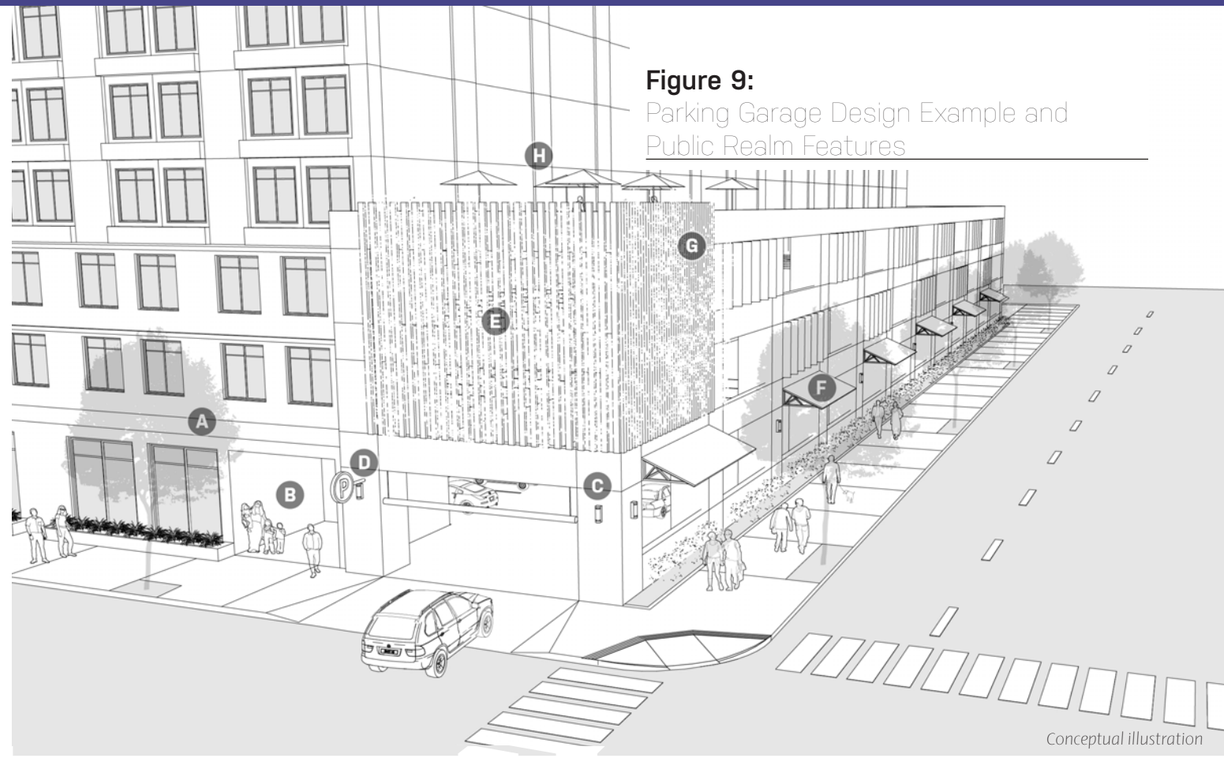
skyline. Detailing the exterior finishes of a building can provide a rich and vibrant "skin" to the building's surfaces adds to visual diversity and to the overall enhancement of the University Community.

Wayfinding

When it is purposefully designed and located, wayfinding enhances the pedestrian environment and improves wayfinding in the community. It helps establish a sense of identity and highlights cultural landmarks and history. Wayfinding in the University Community can help identify transit stations, community facilities (such as parks and libraries), trailheads, and paths. Wayfinding also reinforces the community's gateways, marking a sense of arrival to a neighborhood area.

Transit areas, gateways (see Figure 6), and community spaces have the opportunity to display unique public wayfinding. This wayfinding can include directional cues for pedestrians, cyclists, and motorists and provide distances to landmarks (e.g., transit stations, public parks, canyons, UC San Diego, and regional attractions). Connections and paths across the canyon system and public open spaces should be clearly marked. Wayfinding is envisioned to complement the overall urban design goals for the University Community.

Well-designed wayfinding can help contribute to the identity of a community.



Conceptual illustration

Figure 9:
Parking Garage Design Example and Public Realm Features

Example Features to Support Public Realm:

- **A** Wrapped Parking Structure
- **B** Clear Pedestrian Entrance
- **C** Pedestrian Scale Lighting
- **D** Clear Signage
- **E** Landscape Screen
- **F** Awning
- **G** Architectural Paneling
- **H** Upper Story Terrace

Any exposed parking garage façade should have an attractive design.

Car Parking

Thriving urban environments and public spaces are not dominated by areas dedicated to car parking. Existing car parking in the University community includes surface areas and structures. As the community grows, parking structures will likely replace surface parking over time. Parking demand may also shift as transit ridership increases and alternative means of transportation become available. Instead of placing parking front and center to a development, screening and buffers can be used to "tuck away" parking so that it does not interfere with the street environment (Figure 9). For parking structures, this can include wrapping parking structures with buildings, landscape screening, architectural paneling and façade treatments. Landscaping treatments can include a perimeter that is heavily planted with continuous street trees and understory planting, berms, and garden walls. Parking structure design and location are envisioned to complement the overall urban design goals for the University Community.

Site Design

Site design plays an important role in determining how well buildings and spaces integrate with the surrounding community. When making improvements to a location, special care and attention are encouraged to thoughtfully place and arrange buildings, parking, landscaping, and any other structures in order to provide well-connected and transit-oriented places.

Importance of Connectivity Through Site Design

Good connectivity and site design are fundamentally important elements of the community's growth pattern and the key to fulfilling the planned vision. Intentional site design is people-centered—it focuses on the pedestrian experience first. The arrangement, form, and shape of development and the relationship of buildings to their site determines if an area is walkable or not, if it provides a sense of place, and if it feels inviting and secure.

The Community Plan envisions a vibrant, attractive, and safe public realm. The public realm becomes a network of integrated and connecting spaces that result in new and improved pedestrian paths to and through the University Community. Rather than focusing all circulation onto primary arterial roadways with competing space for car traffic, these new connections happen within the blocks and neighborhoods. They offer alternative routes with diverse experiences and become the backbone structure of a pedestrian and bicycle oriented community, where a person who lives, works, goes to school, or is visiting can attain all their basic needs within walking or bicycling distance of their home, office, classroom or shop.

Ensuring Development Promotes the Use of Transit

Transit-Oriented Development (TOD) promotes healthy and active lifestyles by focusing new development, walkability, and accessibility near transit infrastructure consistent with the City of Villages Strategy in the General Plan. This results in a compact urban development pattern that supports walking and transit use, offers convenient access to neighborhood resources (such as grocery stores, day care services, health care, schools, parks, and more), and promotes a safe and clean environment with reduced greenhouse gas emissions and traffic congestion. These benefits also lead to increased economic opportunity.

Key to successful TOD is co-locating more than one type of use on a single site. Mixed-used development can be successful when integrated vertically, horizontally, or as a combination of the two. Figure 10 demonstrates how both horizontal and vertical mixed use can be integrated into a single development.

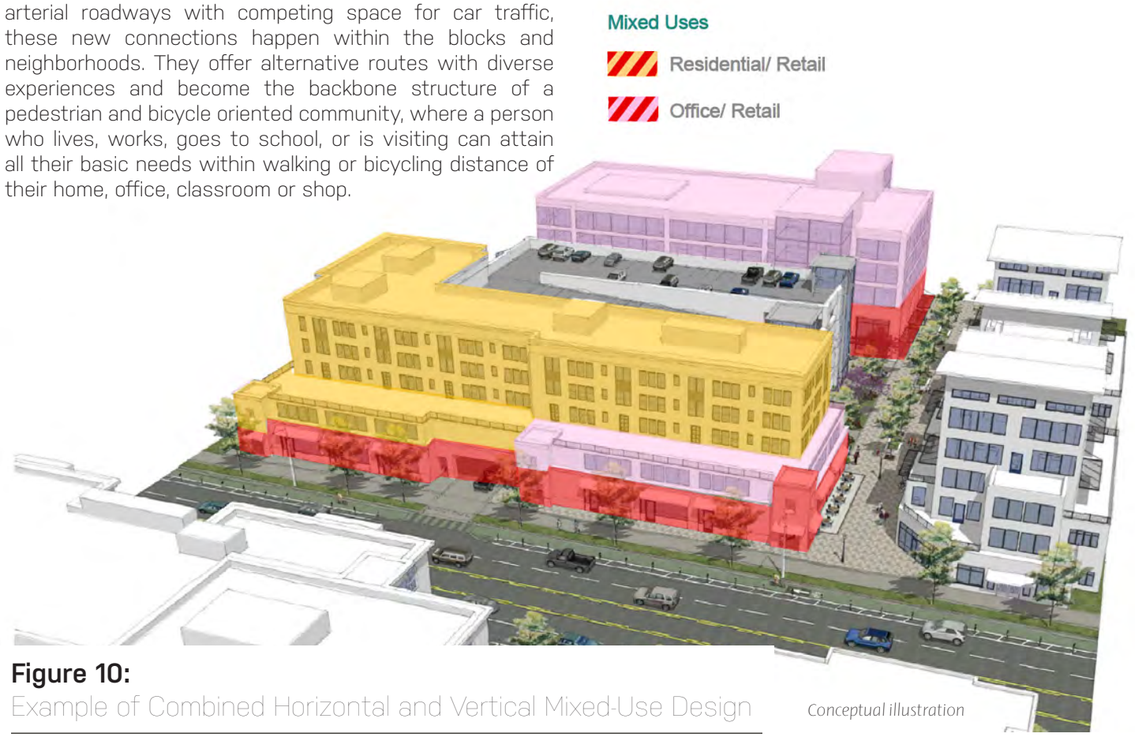


Figure 10:
Example of Combined Horizontal and Vertical Mixed-Use Design

Conceptual illustration

Transit-Oriented Development Characteristics

15-Minute Community

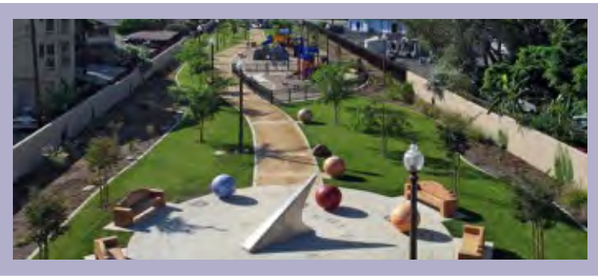
A community where many things you need to live a healthy and complete life are within a 15-minute walk, scooter, or bicycle ride from home.

Mix of Uses

Housing is mixed with compatible uses, such as retail, office, and community uses to support a compact development pattern where one can work, live, shop, learn, and play in the same area.

Network of Public Spaces

A network of public spaces and privately-owned, publicly accessible spaces are interspersed throughout the community to establish places for community residents and visitors to gather, socialize and meet.



Last Mile Connectivity

The last mile connection from a transit stop to a final destination is made rich with activities, offers a safe path, and provides mobility options for the transit-rider.

Mobility Hubs

The spaces in and around transit stations are filled with the amenities, resources, spaces, and infrastructure people need to connect to a variety of destinations.

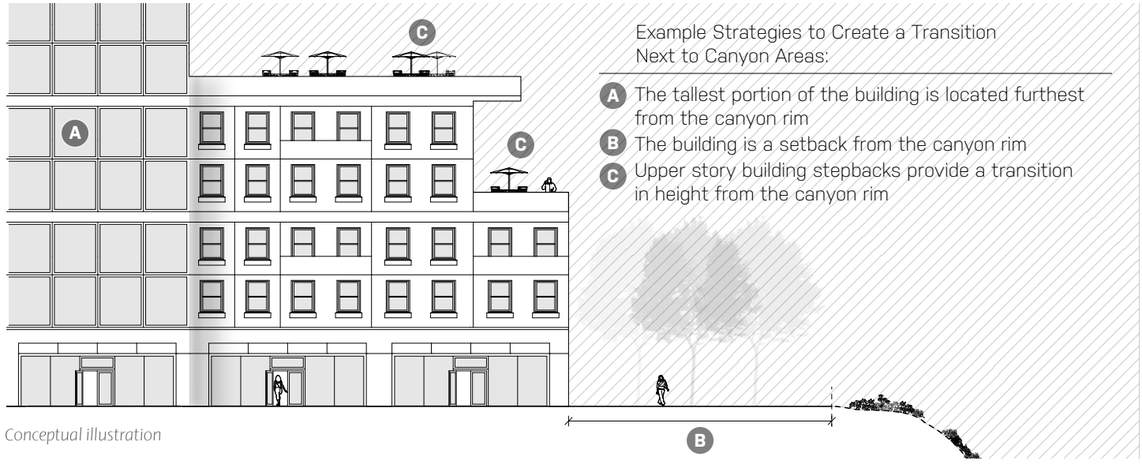
Context-Sensitive Design Near Open Space

Canyons and open space significantly contribute to the community's urban form and to its natural environment. Several canyons mark the northern edges of the community's employment areas and provide exceptional views. Rose Canyon is among the largest canyons in the area and traverses the southern part of University. Roselle Canyon, Soledad Canyon, and Sorrento Valley traverse the northern areas of the community. Torrey Pines State Natural Preserve borders the northwestern portion of the community, as well. All of these systems provide areas for habitat, recreation, and relief from the development that surrounds them.

Development is best when it is designed to recognize the value of open space in supporting habitat and wildlife and serving as a community resource. This can be accomplished by designing site improvements to minimize the impact of development to open space and to steep hillside areas.The Community Plan envisons development adjacent to and/or face canyon open space areas with buildings that locates the tallest portion of buildings furthest from the canyon rim, incorporates a setback from the canyon edges, and steps back upper story levels as illustrated in Figure 11. Building facades with varied design features can help to minimize the potentiate for bird strikes. Outdoor lighting that is shielded, directed downward, and faced away from canyon edges can help to reduce reflective glazing that produces glare and light onto the canyon. Development with paseos, paths, terraces along the canyon edge has the opportunity to provide public access and views points to open space.

Example of a building designed to step down to reflect the site context.

Figure 11:
Canyon-Adjacent Building Design Example



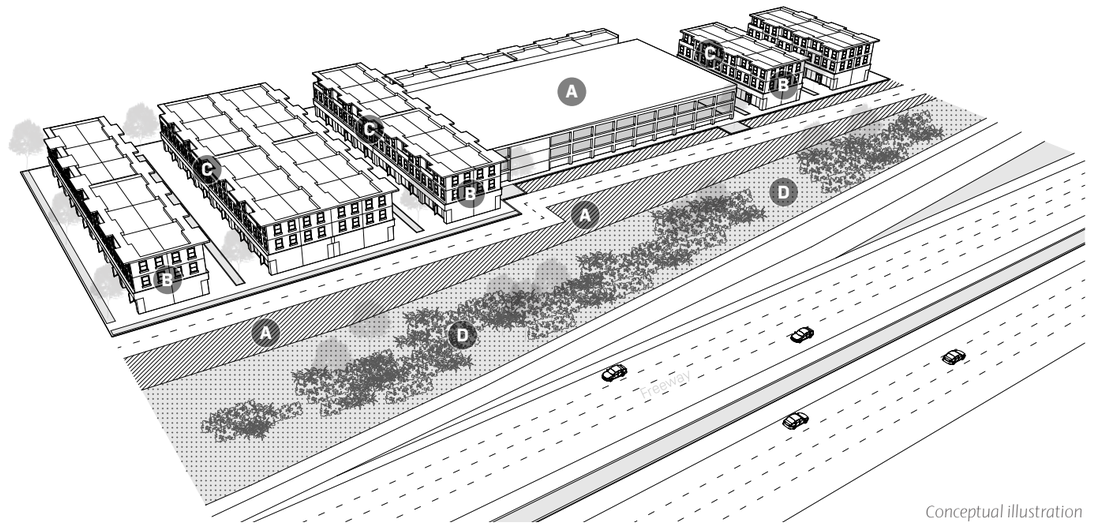
Conceptual illustration

Design on Sites Adjacent to Freeways

Several freeways traverse the University community: Interstate 5 (I-5), Interstate 805 (I-805), and State Route 52 (SR-52). Successful development in these areas It is important to consider the potential for noise and poor air quality in all site planning and building design on all sites adjacent to and within 500 feet of a freeway. Strategies to buffer residential uses from the impacts of a freeway are encouraged and can include placing parking structures, commercial uses, open spaces, and landscape buffers between the residential uses and the freeway. Residential buildings can be designed such that residential units are above the level of the freeway and face inward and away from the freeway. Outdoor public spaces, common open spaces, and private open spaces are most comfortable to use when oriented away from the freeway, as well. These various strategies are illustrated in Figure 12.

Example of a building designed to minimize the impacts of the adjacent freeway.

Figure 12:
Freeway-Adjacent Building Design Example



Conceptual illustration

Example Strategies to Create a Transition Next to Freeways:

- **A** Structured and/or surface parking provides a buffer from freeway noise
- **B** Buildings are sited perpendicular to the freeway with limited frontage facing the freeway
- **C** Balconies and windows are located away from the freeway and oriented toward internal paseos and courtyards
- **D** Landscaping screens and buffers development from the freeway

Interface with UC San Diego

The UC San Diego campus encompasses 2,178 acres in the central-west area of the University Community, and has an undeniable presence. As an institutional use, most activity and buildings focus inward, with few edges that directly engage with the community. North Torrey Pines Road, Genesee Avenue, I-5, and La Jolla Village Drive surround the campus and provide a hard edge and barrier between the campus and the University Community.

However, a softer edge exists between the east mesa area of campus and the community, providing a singularly grand opportunity to establish a direct and meaningful connection along Regents Road and Genesee Avenue This area offers a stronger interface between the medical campus, surrounding life science uses, housing at Nuevo East, and the mix of existing uses along Executive Drive and Eastgate Mall.

Genesee Avenue and Regents Road are envisioned to be transformed into streets with enhanced streetscapes that offer improved pedestrian and bicycle access to and from the campus into the community. Executive Drive and Eastgate Mall are also envisioned to "feed" directly into the campus with a strong connection across Genesee Avenue and Regents Road Uses associated with new development have the opportunity to complement the existing uses of the area and contribute to the neighborhood services and amenities that residents and workers need; doing so better integrates the community with the campus.

Gateways

Several gateways into the University Community provide opportunities to celebrate and enhance the overall sense of place and identity (as shown in Figure 6). Gateways that mark entry points into the community can provide a sense of arrival through iconic buildings, distinct building forms, art installations, signage, street trees and landscaping. The intersection of La Jolla Village Drive and Genesee Avenue marks a distinct gateway to the core of the community. The strong visual presence of the Trolley platforms and the pedestrian bridges that cross the intersection provide a unique opportunity to highlight this key node in the community. Lighting, signage, art, and landscaping can be used to enhance and highlight these structures as visible landmarks that define the community core.

Gateways may also occur within development. Entry drives into large development complexes are encouraged to have an adjacent pedestrian walkway or sidewalk. Special accents that define the main entrance, create territorial reinforcement, and provide visual interest are recommended. Treatments can include architectural detailing, specialty lighting, textured paving, a hardscape decorative border strip along the driveway, and accent plant materials such as specimen trees and flowering plants.

Entrance to UC San Diego campus via Executive Drive.

Streetscapes

The community contains a variety of streets that provide multiple functions and accommodate a variety of traffic volumes, speeds, and environments. As public rights-of-way, these streets constitute an important public space in the community. Not only do streets convey people, goods, and services, they also provide spaces for people to enjoy their community, meet one another, and gather for events and activities.

The design of the street environment (or the streetscape) is of key importance. Good streetscapes are pleasant, safe, comfortable, and vibrant environments that are human-centric and offer elements at a human scale (such as lighting, art, seating, landscaping, enhanced paving). Successful streetscapes also connect to places in the community where people want to go, such as plazas, parks, paseos, promenades, and transit stations. The University Community offers a diversity of streets that can be grouped into the pedestrian typologies described below.

Connector

Connector streets include some of the major arterials that cross the community from east to west and north to south, linking neighborhoods to commercial areas, educational facilities, transit stations, freeways, parks, and many other services. Some connector streets, such as North Torrey Pines, La Jolla Village Drive, and Genesee Avenue serve as gateways into the community and by virtue of their size, frequency of use, and the land uses they traverse contribute to the community's sense of place and identity. Because of these defining characteristics, Connectors provide a grand and ceremonial environment with ample parkways, landscaped medians, continuous and consistent species of street trees, and wide sidewalks.

Corridor

Corridor streets traverse and connect the major commercial, employment, and institutional areas of the community. They attract and bring people together around shared land uses by connecting major nodes across in the community. Corridors support a distinctly vibrant environment, with higher intensity land uses, larger buildings, and a greater opportunity for public spaces surrounding them. Because of these defining characteristics, Corridors provide an environment conducive to high pedestrian activity, with wide sidewalks that connect with plazas, sidewalk seating and cafes, art installations, lighting, and special paving materials and features to create a sense of place and unique identity. Several Corridor streets, such as portions of Regents Road, Nobel Drive, and Governor Drive, have the opportunity to develop over time as the community's "Main Streets", where residents and visitors can go for a stroll and enjoy their neighborhood in a publicly accessible setting.

District

The portion of Genesee Avenue that connects the UTC Transit Station with the Executive Drive Transit Station is a District street. A District street traverses the core area of the University Community and serves as a key mobility facility for the community, bringing together multiple modes of transportation into the street right-of-way. District streets also require a wide area of the right-of-way to be dedicated to pedestrian travel. A District street is best when it is designed to embrace transit and integrates transit connections into the streetscape with bicycle facilities, clear wayfinding and signage, adequate lighting, art installations, and clear and direct access to transit stations.

Executive Drive Promenade

Like La Jolla Village Drive, Executive Drive crosses the core of the community and connects one of the most intense employment areas of the community directly with the UC San Diego campus. Given its high traffic volumes and grandeur, La Jolla Village Drive will likely retain its primary use as a major arterial for cars. Executive Drive, however, has that potential to transform into a walkable street for retail and recreation. Located one block away from the hustle and bustle of La Jolla Village Drive, it is less stressful and slower. The street also connects important land uses in the community with the Executive Drive Station. Properties facing Executive Drive have exhibited great potential for future development. Given these characteristics, establishing a promenade along the north side of Executive Drive provides a unique opportunity to establish an attractive place, with employment and commercial uses that may spill out to the street. Doing so can create a street that offers better engagement with surrounding spaces and buildings than anywhere else in the community.

Privately-Owned Public Spaces

Privately-owned public open spaces (POPOs) are privately-owned, publicly-accessible spaces incorporated into development. They may occur in the form of the 5 P's (Plazas, Paseos, Promenades, Podiums, and Platforms). They may also include the indoor atriums and lobbies of a building, terraces, and pockets of space where the public is invited to gather or rest. POPOs are typically provided and maintained by private development, with regulations imposed on them that govern hours of operation, access, amenities, and maintenance requirements. In some instances, POPOs may be conditioned to require certain activation through programmed and frequent events. POPOs are a great way for an urban area to offer additional amenities and public space to supplement and complement existing and planned parks and open space in the community. The following pages feature ways to better integrate POPOs into the University Community.

Recreation-Oriented Area

Commercial Area

Promenades

Promenades connect people through neighborhoods and to services. Defined as linear public spaces that accommodate a variety of uses and activities, they should be well-connected to surrounding development while being comfortable and welcoming places for people with all abilities. Promenades reinforce a community identity and image, and they help attract new residents, businesses, and investment to an area. The creation of promenades is envisioned to be community-driven, with an opportunity for incremental interventions which can be tied to private development and investment in the University Community. Promenades enhance pedestrian safety, encourage non-motorized transportation, and foster safe pedestrian interaction and outdoor activities.

A promenade on the north side of Executive Drive will benefit with a design of three distinct areas. A recreation area from Regents Road to Genesee Avenue can be an extension of Mandell Weiss Eastgate Park. A transition area from Genesee Avenue to Towne Center Drive can accommodate the change of elevation between the recreation area and the street as a transition area. From Towne Center Drive to the terminus is envisioned as a commercial area to serve employees.

Opportunity Area: Executive Drive

Executive Drive offers an opportunity to transform a street into a promenade using existing right-of-way and building set-backs from the street. This corridor is envisioned to have three distinct areas that allow the promenade to have different character based on the adjacent uses. Each area would provide a unique experience to users.

Key Features

- Trees and Shade
- Multi-Use Path
- Pedestrian Scale Lighting
- Bicycle Parking
- Drought Tolerant and Native Landscaping
- Seating
- Ground Floor Activation
- Upper Floor Activation

Transition Area

Platforms

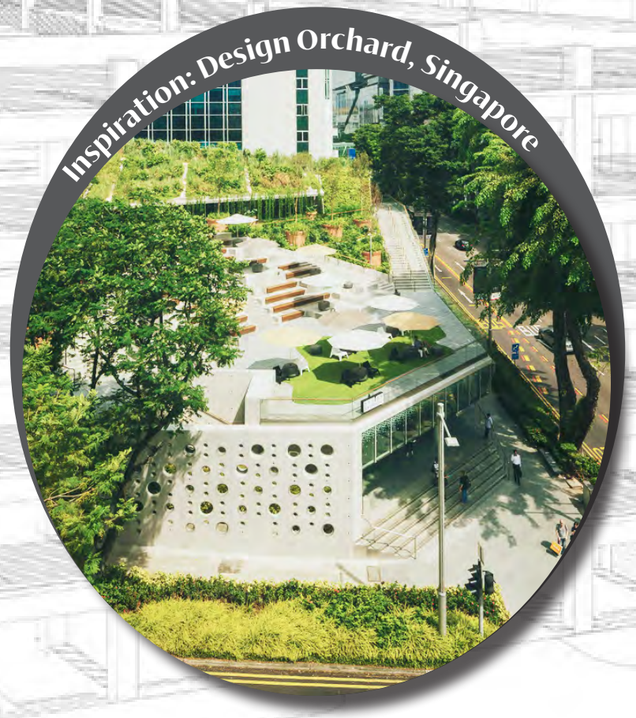
Platforms extend over major streets and transit infrastructure in the University Community. They connect with podiums and the upper story spaces of adjacent development. Like podiums, platforms offer attractive and vibrant publicly accessible spaces above the street level at key connecting nodes in the community. Unlike podiums, platforms are typically narrower and do not always extend over inhabited space. They include the San Diego Trolley station platforms, elevated walkways, and pedestrian bridges. Platforms include opportunities for seating, shade, landscape, gathering, and even retail activation.

Key Features

- Seating
- Shade
- Pedestrian Scaled Lighting
- Art and Signage
- Landscape Areas
- Small-scale Retail Activation
- Access to Transit and the Street Below

Opportunity Area: Executive Drive, Voigt & UTC Stations

The Executive Drive , Voigt, and UTC transit stations are surrounded by under-utilized space. As buildings are developed around them, the transit station can be directly extended to the building footprint to provide a seamless experience for transit riders and expanded open space for building users.



Opportunity Area: Rooftops & Parking Garages

Multi-story buildings can provide opportunities to create public spaces. Rooftops can be designed to become a place for people to congregate and enjoy. These areas can be amenity spaces for tenants while also providing for both active and passive recreation opportunities.

Podiums

Podiums connect uses and buildings across different floor levels. Podiums provide publicly accessible areas on top of buildings and parking structures. With creative design, a podium can transform the upper level of a building and parking structure into a quality space for people to use and connect at upper levels of a development. Surrounding uses and buildings can integrate with the podium open space and in some instances podiums may connect with transit stations and mobility infrastructure in the community. Podiums have the opportunity to connect neighboring properties with a shared investment in public space that can be programmed to meet the needs of the people who work and live in the adjacent buildings.

Podiums enhance the quality and quantity of public space in the University Community, and provide opportunities for landscape and greenery that is integrated with development.

Key Features

- Trees and Shade
- Pedestrian Paths
- Pedestrian Scaled Lighting
- Bicycle Parking
- Passive Recreation and Landscape Areas
- Rooftop Gardens
- Seating and Outdoor Dining
- Retail Activation
- Access to Transit and the Street Below

Paseos

Paseos connect people to and through blocks, streets, plazas and parks. Large-block development is common in the University Community and many properties exceed an acre in size. This pattern of development impacts circulation in the community and provides the opportunity to create better connections for pedestrians and avoid out-of-direction travel. Paseos provide an opportunity to connect across large blocks and developments. Paseos provide pedestrian connections and spaces for community gathering, recreation, and greenery. Paseos can also serve as landscaped buffers and screening between buildings. The alignment of paseos across multiple sites can produce a network of safe and enjoyable pedestrian connections that relieve pressure on major arterials and secondary streets, integrate development uses, and link other public space areas (such as parks and plazas).

Key Features

- Trees and Shade
- Landscaping
- Outdoor Dining
- Lighting
- Art Installations
- Seating
- Bike Parking
- Ground Floor Access to Adjacent Buildings

Opportunity Area: Medium to Large Properties

Paseos can help increase connectivity through development and to adjacent properties. Paseos also help to break down block sizes and make it easier to walk to destinations.

Plazas

Plazas connect people to transit, employment and retail experiences. Plazas offer a relief from buildings with open spaces that may vary in size from an intimate corner plaza that holds a few tables to an expansive entry forecourt with varied programming. A primary purpose of plazas is to offer a space for active areas of a building or set of buildings to spill out to the exterior. As such, the relationship of building entrances and the building's ground floor with the plaza is of critical importance. Doors and windows of the buildings surrounding a plaza can help to enhance the pedestrian experience. Plazas may also include more areas of hardscape (non-vegetated surfaces, such as paving) than one typically sees in parks or other natural environments. Pedestrian-scaled lighting, seating areas, and shade are key components of successful plazas. Other elements, such as art installations, signage, planters, and tables can add visual richness and comfort. Plazas provide multiple benefits to urban dwellers: they can serve as a respite from the hustle and bustle of the city, they can support large gatherings for events such as festivals, framer's markets, and concerts, and they can provide connecting open space between buildings and from buildings to transit and to surrounding

Key Features

- Trees and Shade
- Pedestrian Paths
- Pedestrian Scaled Lighting
- Bicycle Parking
- Passive Recreation and Landscape Areas
- Seating and Outdoor Dining
- Retail Activation
- Access to Transit and the Street Below

Opportunity Area: Properties with Pedestrian Access

Integrating more public space at the street level can enhance the pedestrian experience in the University Community. Public spaces provide opportunities for people to gather, relax, and play.

Urban Forestry

Trees along the University Community's streets and on private property are a major component of the community's urban forest, providing shade for those walking throughout the community. Native and low water-use plants in the parkways and in property setbacks provide additional areas for stormwater infiltration. Street trees provide:

- Shade and a more pleasant walking experience by creating a buffer between the sidewalk and roadway
- Beautify neighborhoods, contribute to the attractive character and identity of places, and improve the quality of life of residents, businesses, and visitors alike.
- Contribute to the spatial definition of streets and other outdoor spaces by providing a comfortable scale and enclosure of public space, while also adding visual interest in texture, color, pattern.
- Improve the environment by helping to improve air quality, sequester carbon dioxide, manage stormwater, conserve energy, reduce the urban heat island effect, and increase spaces of natural habitat for urban wildlife.

To meet the Climate Action Plan and Climate Resilient SD, goals well-planned and well-designed landscapes in the public realm must be realized in the University Community. These landscapes will also help the University Community reach its urban design goals for pedestrian-friendly and lively environments. Landscaping is best designed when it prioritizes native species, diversifies tree species, and uses climate tolerant species.

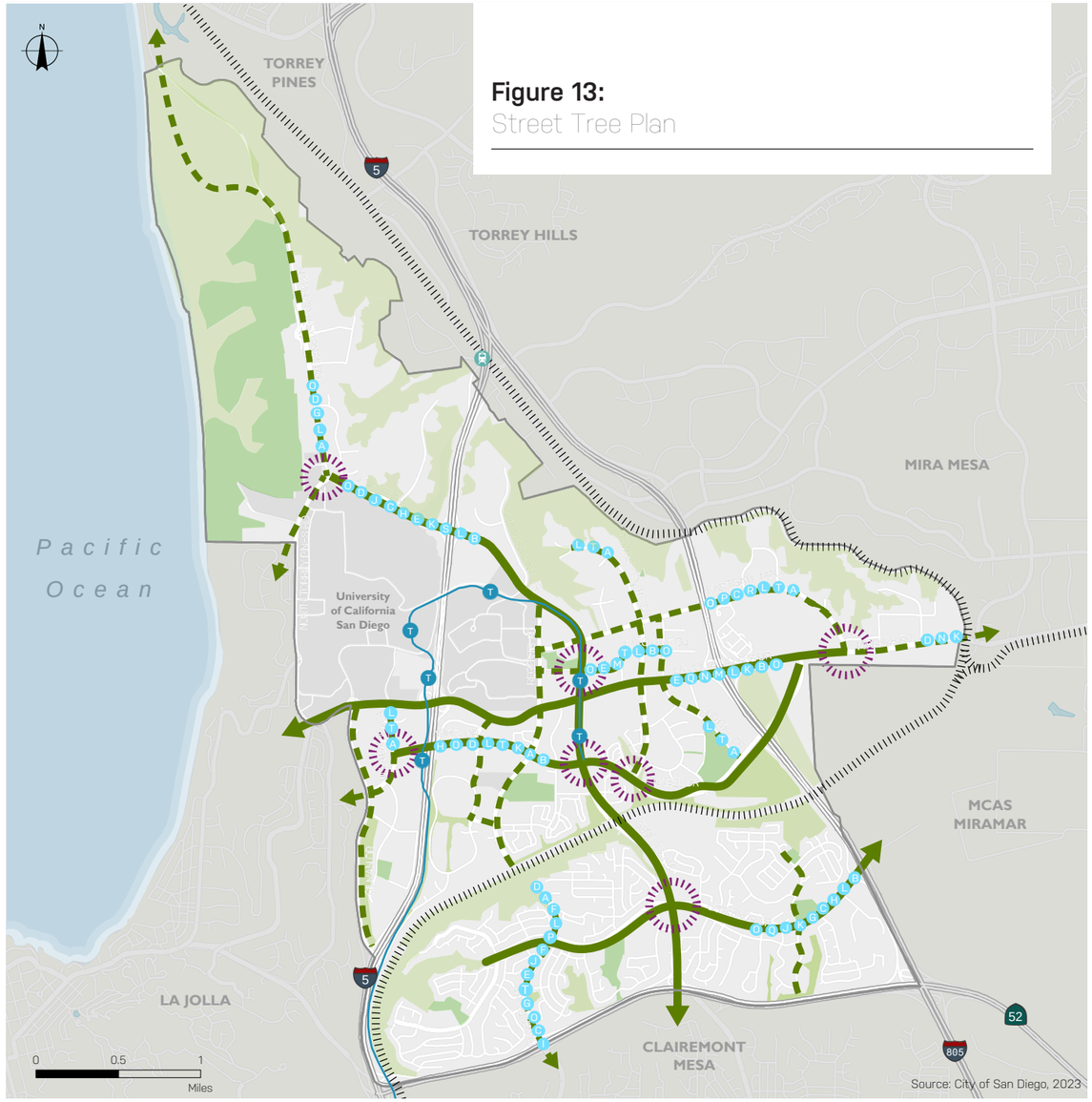
Street trees can help create shaded streetscapes and define spaces. The street tree plan for the University Community builds on the diversity of trees planted within the community and provides additional district identity in the design of key corridors such as Nobel Drive, and La Jolla Village Drive This Community Plan identifies tree species for corridors to create neighborhood themes and increase the tree canopy (i.e., the tree crowns that cover the ground) as shown in Figure 13. A list of tree species selected from the Citywide Street Tree Selection Guide that represent similar shape and color are provided for each corridor; these species provide diversity for the health of the urban forest and exhibit carbon capture, shade opportunities, and lower annual maintenance. More detailed information can be found in Table 3 of the Implementation section of this Community Plan.

The proposed street trees in Figure 14 (and in Table 1 of the Implementation section of this Community Plan) is based on tree species that are recommended in the Citywide Street Tree Selection Guide and will complement the existing urban forest canopy in the University Community. The Community Plan identifies primary species, which are larger trees used for identified corridors. The secondary species are smaller complimentary species that can be used if there is a conflict that would prevent the use of the primary species (i.e. overhead electric line, utilities, or limited parkway width).

Gateway locations are identified in Figures 6 and 13 and are made up of the area's significant intersections or entrances into the community. Accent species are planned in these locations along the commercial districts to provide unique features at enhanced pedestrian crossings and entrances to the employment corridors. For all other areas of the University Community, refer to the Citywide Street Tree Selection matrices to identify the appropriate species based on available planting areas that provide a shade canopy to meet the Climate Action Plan goals.

Trees contribute to a more attractive streetscape while cooling the community.

Figure 13:
Street Tree Plan

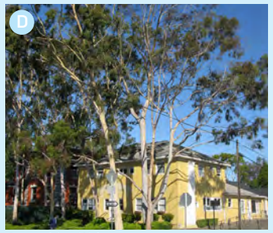


Street Tree Palette


Arbutus marina
Strawberry Tree


Cassia leptophylla
Gold Medallion


Ceratonia siliqua
Carob


Corymbia citidora
Lemon Scented Gum


Erythrina caffra
Coral Tree


Erythrina humana
Natal Coral Tree


Eucalyptus camadulensis
Red River Gum

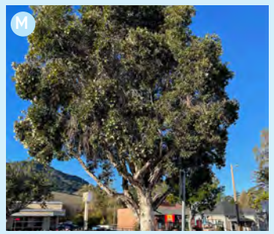

Eucalyptus sideroxylon
Pink-Flowering Ironbark


Ficus Microcarpa
Indian Laurel Fig


Fraxinus uhdei
Evergreen Ash

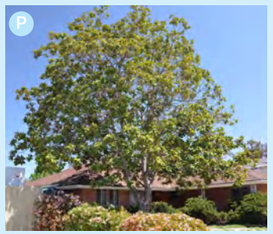

Jacaranda mimosifolia
Jacaranda


Lophestomon confertus
Brisbane Box


Melaleuca quinquenervia
Paperbark Tree


Metrosideros excelus
New Zealand Christmas Tree

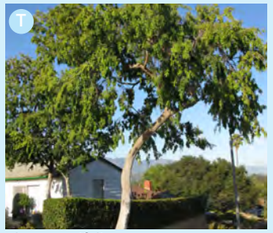

Pinus canariensis
Canary Island Pine


Platanus racemosa
California Sycamore


Podocarpus gracilior
Fern Pine

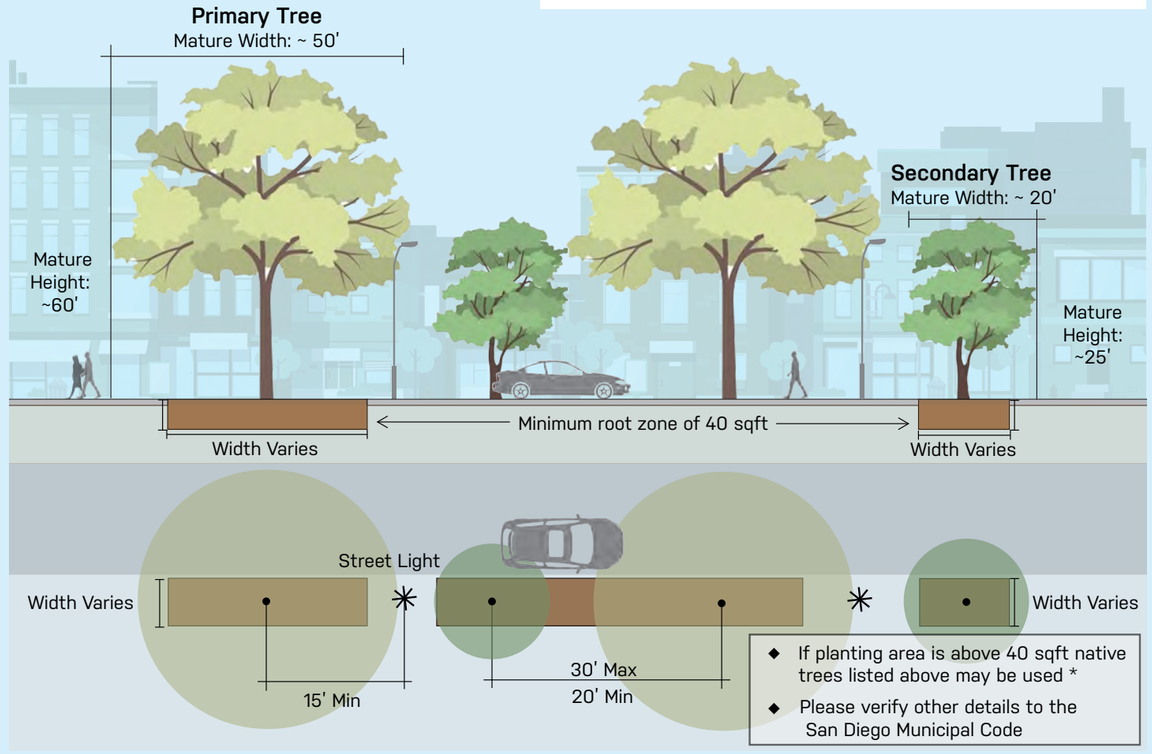

Syagrus romanzoffianum
Queen Palm


Tristaniopsis laurina
Water gum


Ulmus parvifolia
Chinese Elm

Primary and Secondary Tree Guidance

Figure 14:
Street Tree Guide



Optional Native Trees


Quercus agrifolia
Coast Live Oak


Quercus tomentella
Island Oak


Pinus torreyana
Torrey Pine


Fraxinus velutina
Arizona Ash


Cercis ocedentallis
Western Redbud


Prunus Ilicifolia spp. Lyonii
Catalina Cherry


Cercidium x desert willow
Desert Museum

+) On a project-by-project basis, these California native trees my be considered if ample planting area is provided. Replacements should follow the guidance above for use as either primary or secondary trees.

Urban Greening

Urban Greening refers to the integration of stormwater management and the planting of trees and other plants along mobility corridors with the purpose of creating a greener, more environmentally sustainable and livable community. Although sustainability is woven into every aspect of the Community Plan to support the Climate Action Plan's various sustainability goals, urban greening allows for double the benefits when considering the community's mobility network as an additional opportunity to expand open space. The various corridors that move and connect people around the community, from roadways to bikeways and pedestrian pathways, are all opportunities for "green streets."

Whereas traditional streets direct stormwater into storm drain systems (such as gutters and drains) that discharge directly into rivers and oceans, green streets incorporate vegetation, trees, soil, and engineered systems (such as permeable pavement, bioswales, etc.) to slow, filter, and cleanse stormwater runoff from impervious surfaces (such as concrete and asphalt). The primary result is a more environmentally sustainable method of managing stormwater that improves water quality, replenishes groundwater, minimizes the risk of flooding during major storm events, and reduces the burden on local sewer systems. Although, the University Community has a strong open space network that helps contribute to a balance between developed and undeveloped areas there are still many opportunities for urban greening in conjunction with newly built urban projects.

The benefits afforded by an abundant urban forest and green street improvements also help to beautify the neighborhood, calm traffic, and promote walkability and bikeability.

Green Streets

Sustainability is woven into the strategies and policies throughout this Community Plan. The planned multimodal network gives people options for commuting to work by automobile, biking, walking, rapid buses, and Trolley. These same routes provide opportunities for urban greening, street trees, pedestrian amenities that provide attractive areas for the community, and green streets with stormwater improvements that facilitate natural infiltration during storm events. Increased planting and porous paving reduce environmental temperatures, decrease flood risk, and create places where people enjoy walking and bicycling.

Green streets support both the circulation and open space systems which help meet the City's urban forestry and stormwater objectives. Green streets integrate stormwater management and treatment with the planting of trees and landscaping in the public right-of-way and private development areas. Bioretention and bio-infiltration facilities in parkways and on sites can supplement the storm drain system and help cleanse stormwater of contaminants.

The proposed linear parks along North and South Regents Road, Governor Drive, and Executive Drive will incorporate green street concepts alongside canyon outlooks and other passive recreational opportunities.

Green streets help contribute to a more livable environment.

Stormwater Design

With sustainability as an important goal for this Community Plan and the City as a whole, stormwater facilities and management practices will be integrated into Green Streets design. Through landscape and street design strategies, stormwater facilities will help prevent flooding and urban runoff, reduce erosion in canyons and riparian areas, while enhancing water quality in coastal watersheds, bays and beaches (see Figure 15).

Stormwater management practices are especially important around areas with surfaces made up of impermeable materials such as asphalt and concrete. These types of surfaces allow for stormwater runoff to flow at much faster speeds than in naturally occurring areas. Due to their proximity to roads and walkways, common spaces used as stormwater facilities include parkways, parking lots, and curb extensions. Larger stormwater facilities, such as detention basins, can also serve as an opportunity to provide amenity space when thoughtfully designed.

There are a variety of strategies used in stormwater management practices, including native planting, soils, permeable pavers, curb perforations, and storm drains. A combination of these tools allow stormwater facilities to slow, detain, treat, and store stormwater runoff successfully.

- **Native Vegetation:** Native plants are commonly used for stormwater management practices because they can absorb excess rainwater and prevent it from reaching impermeable surfaces such as walkways, and roads.
- **Soils:** The right mixture of soil serves several functions such as minimizing erosion and preventing compaction. They can retain and promote the degradation of some pollutants and retain carbon.
- **Permeable Pavers:** These pavers allow the excess water to enter the ground directly, avoiding flooding in impermeable surfaces.
- **Curb Perforations:** Inlets created in curbs direct runoff water to stormwater planter areas and ultimately help with filtration and runoff.
- **Storm Drains:** There are a variety of storm drains used, but a common one is an overflow control drain, which captures water when the stormwater facilities are overflowing.

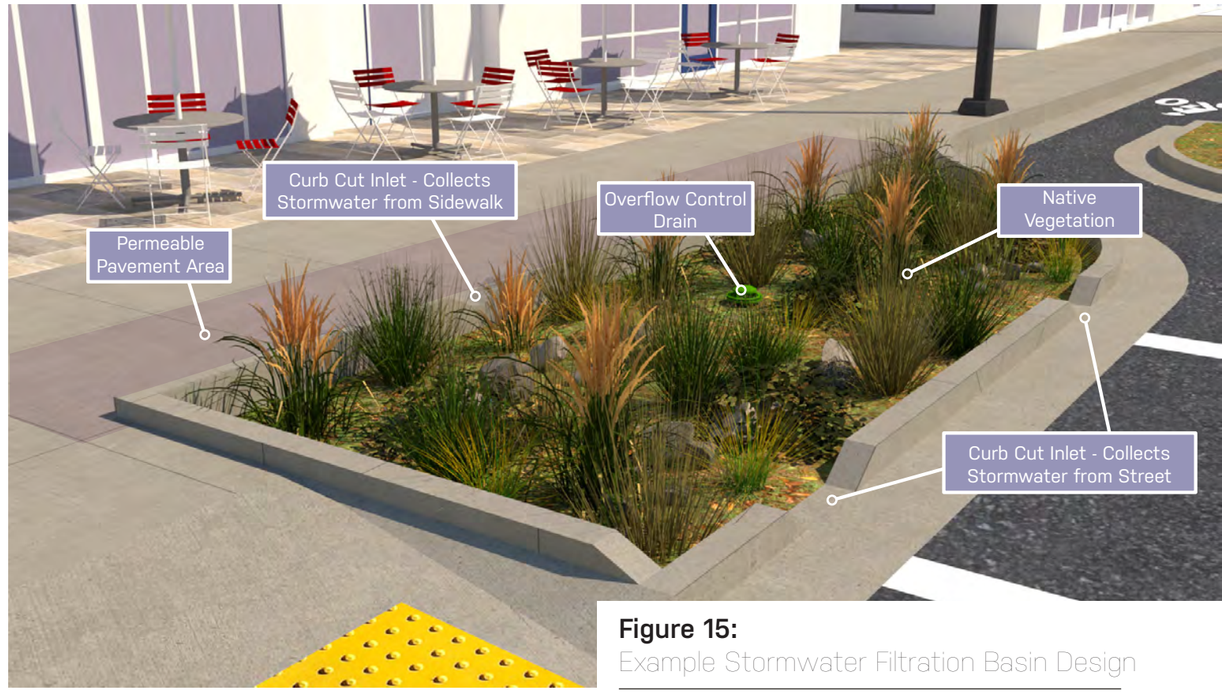


Figure 15:
Example Stormwater Filtration Basin Design

Urban Design Districts

Recognizing that any property within the community could be redeveloped before the plan horizon, all properties were identified as a part of an Urban Design District (Figure 16) in order to provide guidance on how new development can contribute to achieving the overall vision of this Community Plan. This section describes key recommendations to achieve the vision for a high-quality, well-designed built environment within each Urban Design District. Illustrations are intended to be used as resources to help generate ideas to inform future project designs. This guidance aims to address needs of the University Community but provide flexibility to allow for creativity and innovation in design and planning. The guidance has been tailored to each of the Urban Design Districts described below.

North Torrey Pines

North Torrey Pines is located in the northern portion of the University Community. The area is a prime employment center with jobs primarily in the healthcare, life sciences, and biotechnology industry. The area is located just east of the Torrey Pines Golf Course and Scripps, and just north of UC San Diego and the Salk Institute.

Campus Point & Towne Centre

The Campus Point & Towne Centre Employment Village is located just north of the core of the community, along Campus Point Drive and Towne Centre Drive, and is a prime employment center north of Genesee Avenue The area also includes Eastgate Mini Park #1 and #2 and is located just north of the Mandell Weiss Eastgate City Park. The area is served by the Voigt Drive Trolley Station and transit stops along Eastgate Mall.

University Towne Center

University Towne Center is located in the core of the University Community. The area is accessible by transit including the Executive Drive Trolley Station and the UTC Trolley Station located at the UTC Transit Center. The area is home to large employers, visitor destinations, and regional destinations, including the UTC shopping center. The area also includes Mandell Weiss Eastgate City Park; is adjacent to Doyle Elementary School and Community Park; and is just north of University City High School and Nobel Athletic Area and Library.

Nobel/Campus

Nobel/Campus is located in the western portion of the University Community, just south of UC San Diego. The area is home to several shopping centers, visitor destinations, and the Nobel Drive Trolley Station. The western portion of the focus area is located a half-mile north of Villa La Jolla Park. The eastern portion of the focus area is adjacent to Doyle Community Park and Elementary School and the proposed Regents Road North linear park, with access to Rose Canyon to the south.

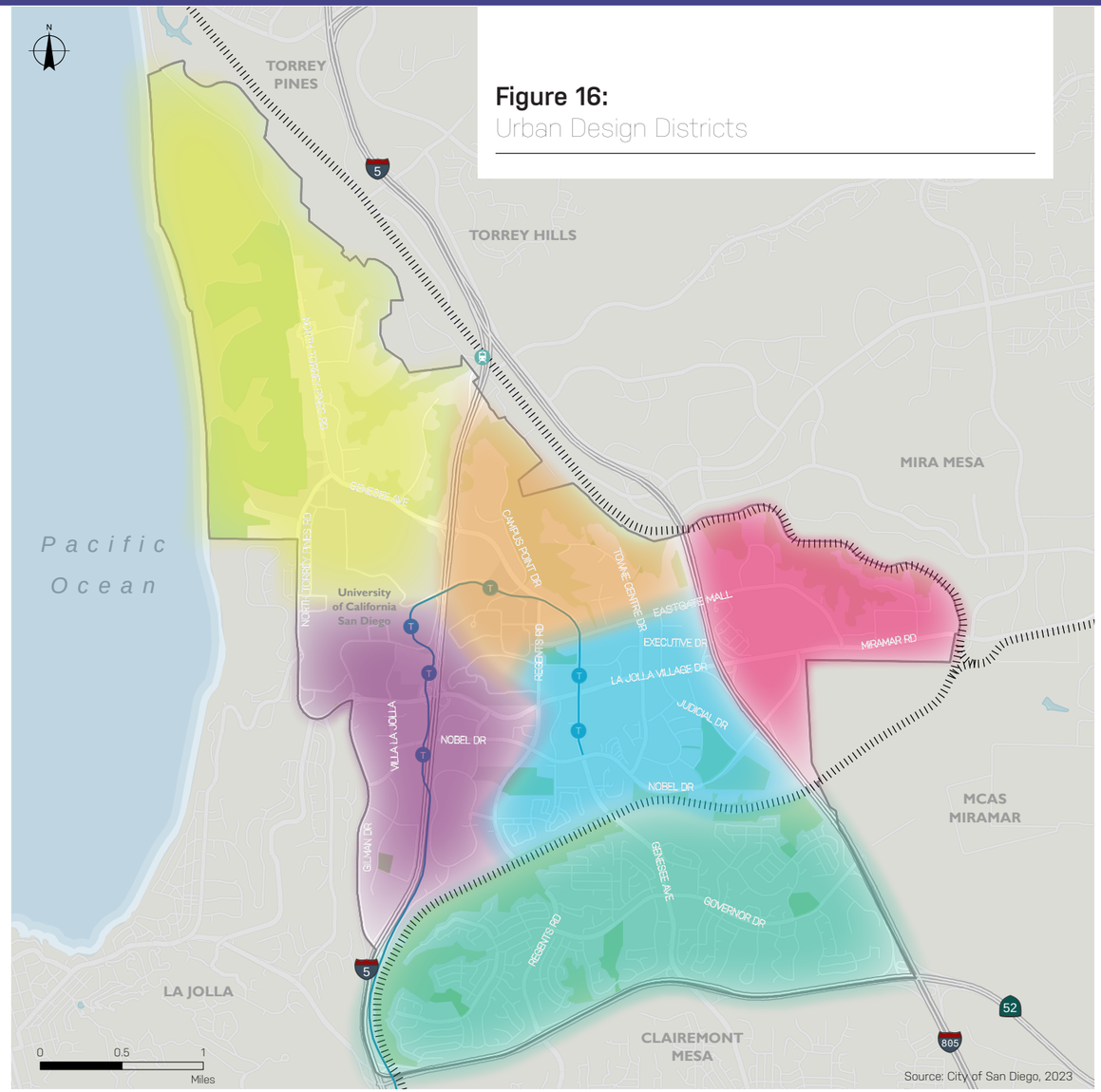
South University Neighborhood

The South University Neighborhood is located in the southern portion of the University Community, south of Rose Canyon Open Space Park. The area includes two shopping centers: UC Marketplace to the west and University Square shopping center to the east. The neighborhood includes both single-family and multi-family housing; is located near Spreckels and Marie Curie Elementary Schools, Standley Middle School, Standley Park and Recreation Center, the University Community Branch Library; and is just south of University City High School.

Miramar

Miramar is located in the eastern portion of the University Community, east of I-805. The area consists of industrial, public utility, and military uses.

Figure 16:
Urban Design Districts



- North Torrey Pines
- Nobel/Campus
- South University
- University Town Centre
- Miramar
- Campus Point & Towne Centre

North Torrey Pines

The success of the biotech industry in this area coupled with its natural beauty makes it a desirable location for businesses. Although density is limited, there are still unrealized opportunities to intensify the area through the conversion of large surface parking lots and underdeveloped parcels and by exploring innovative life science and biotech-focused mixed use opportunities. As properties become re-envisioned due to changing needs, North Torrey Pines Road can be enhanced to provide a more pleasing streetscape. Enhancing connections to both the Trolley and Coaster stations can improve overall mobility of the area. Additionally, making the most out of the proximity to open space (canyons, bluffs, and the ocean) can help establish a unique sense of place. This can be achieved through better connections to Torrey Pines State Park and Golf Course. New canyon overlooks can also provide opportunities to connect to the natural landscape. Incorporating native plants and landscaping can complement the biodiversity of the area.

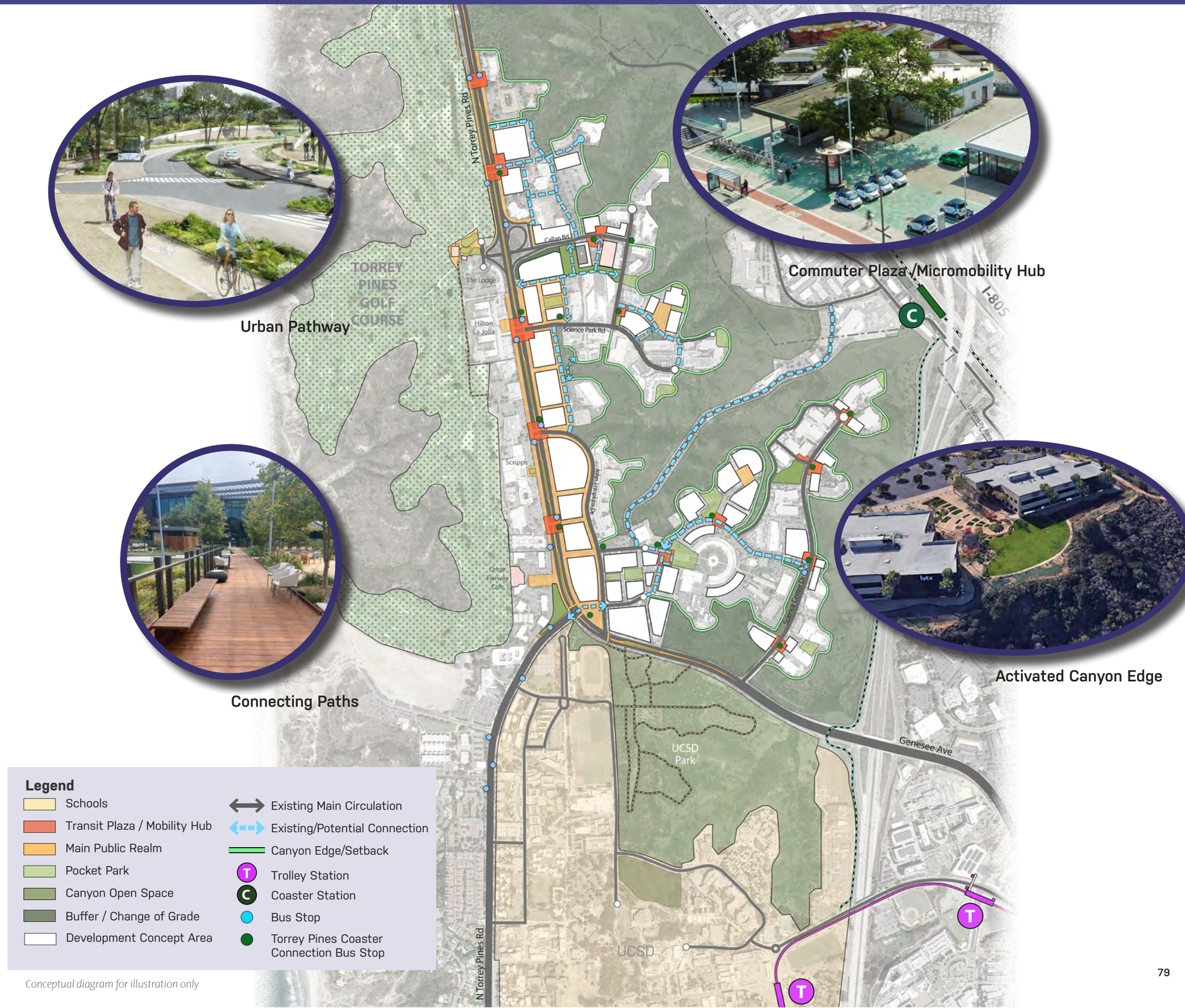
Clustering development and focusing massing along North Torrey Pines Rd, John Jay Hopkins Dr, and Science Center Dr can enhance the public realm and create a pleasant connection to the UC San Diego campus. "Micro" mobility hubs along North Torrey Pines Rd, John Jay Hopkins Dr, and Science Center Dr can help address first mile/last mile connections to transit, including the UC San Diego Blue Line Tolley and Sorrento Valley Coaster Station. John Jay Hopkins Dr to Science Center Dr can be enhanced with pedestrian lighting, shade, and street furniture and emerge as a pathway that connects the northern, southern, and eastern portions of the area. Over time, there may be the potential to establish a pedestrian and bicycle connection along Tower Road if security needs decrease in the future.

Urban Pathway

Commuter Plaza /Micromobility Hub

Connecting Paths

Activated Canyon Edge



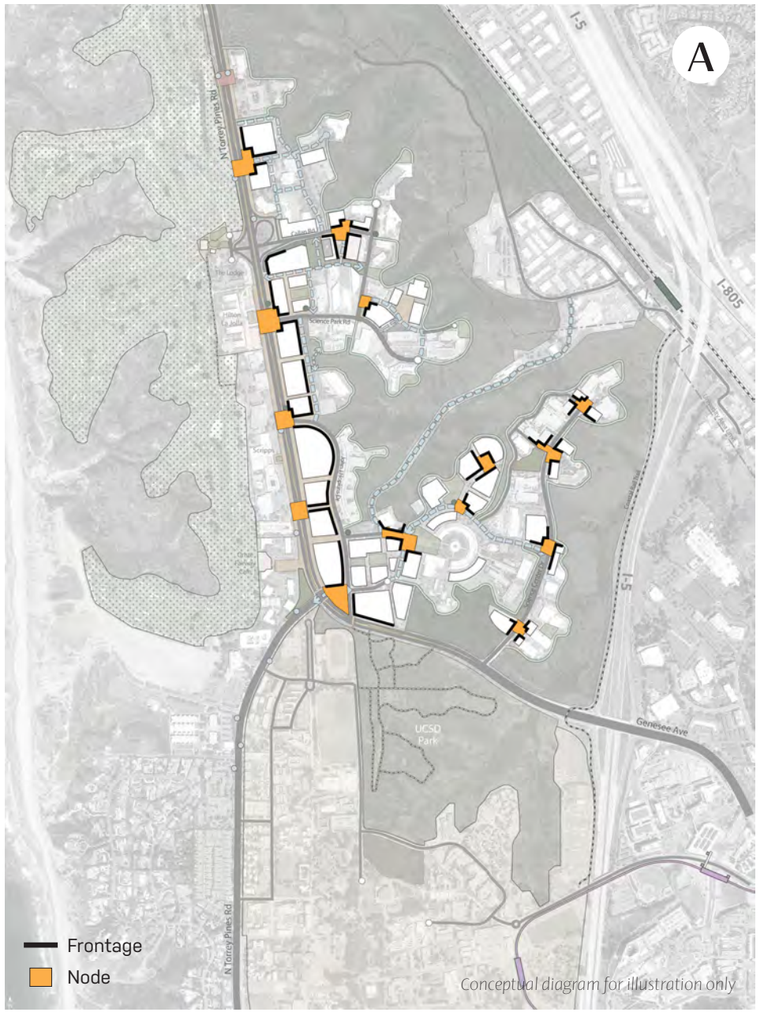
Legend

- Schools
- Transit Plaza / Mobility Hub
- Main Public Realm
- Pocket Park
- Canyon Open Space
- Buffer / Change of Grade
- Development Concept Area
- Existing Main Circulation
- Existing/Potential Connection
- Canyon Edge/Setback
- Trolley Station
- Coaster Station
- Bus Stop
- Torrey Pines Coaster Connection Bus Stop

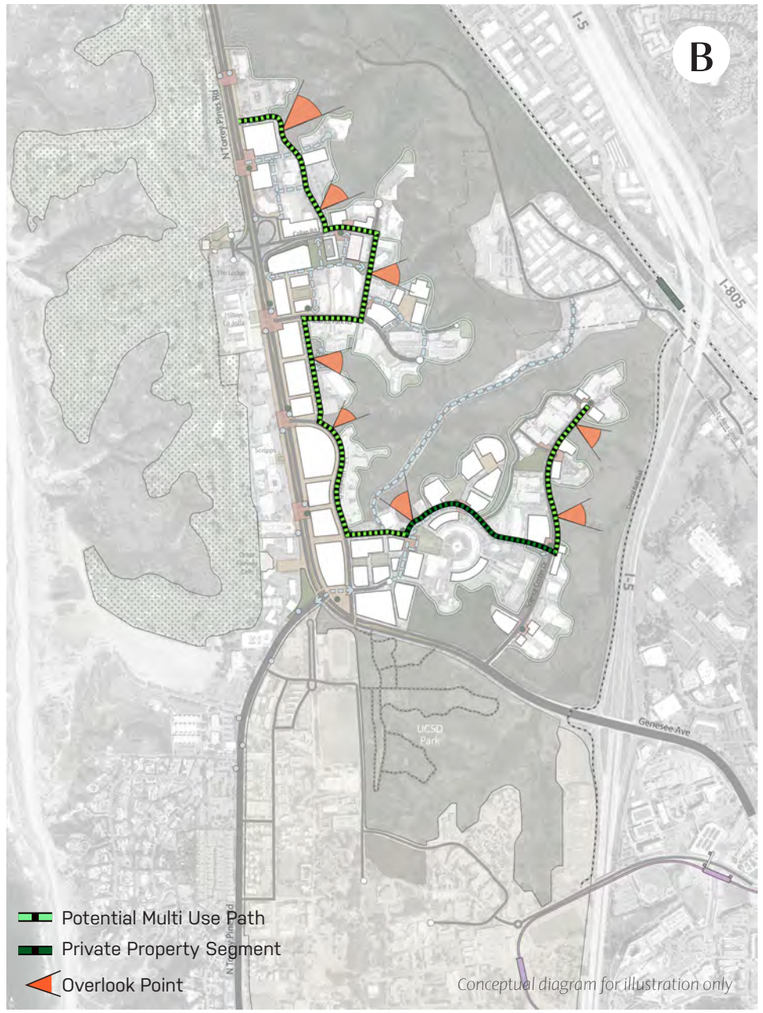
Conceptual diagram for illustration only

North Torrey Pines Opportunities

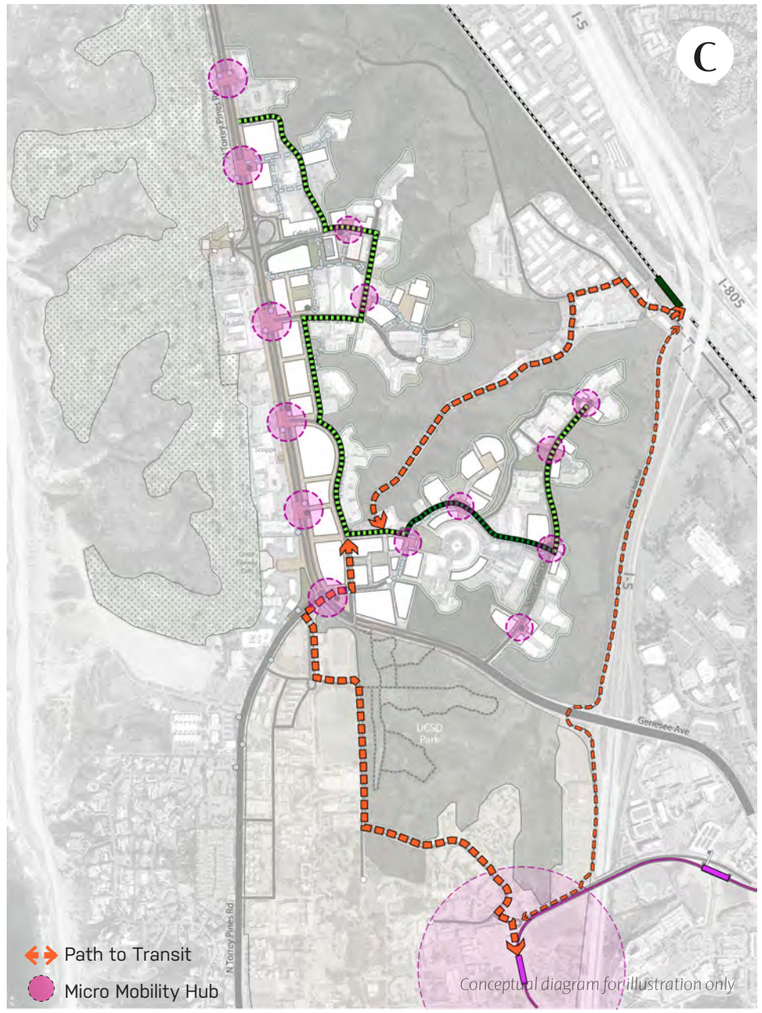
Diagrams A, B, and C show opportunities related to frontages & nodes, placemaking, and connectivity. These opportunities inform the urban design-related policies included in Chapter 9: Implementation.



Frontages & Nodes. Orienting building frontages towards North Torrey Pines Rd, John Jay Hopkins Dr, and Science Center Dr can establish a consistent street wall that enhances streets and sidewalks and provides opportunities to create nodes of activity throughout the community.



Placemaking. Connecting John Jay Hopkins Dr to Science Center Dr and providing pedestrian amenities, including lighting, shade, and street furniture can help connect the northern, southern, and eastern portions of the area.



Connectivity. "Micro" mobility hubs located throughout the area can help address first mile/last mile connections to transit, including the UC San Diego Central Campus Station and Sorrento Valley Coaster Station. Other strategies to connect to the UC San Diego campus can help expand access to the UC San Diego Central Campus Station.

Campus Point & Towne Centre

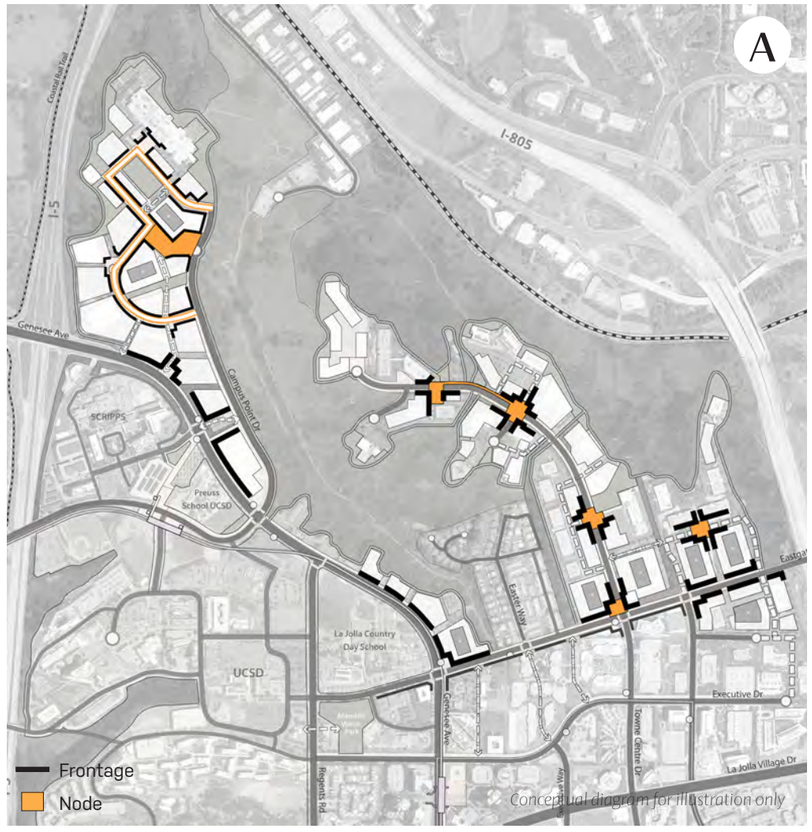
The proximity of this area to UC San Diego and two Trolley stations creates a desirable location for major employers, including the biotech and healthcare industries. There is an opportunity to build upon the success of the area as an established job center and create a pleasant, campus-like atmosphere through placemaking and increased connectivity. New and existing homes along Genesee Avenue and Eastgate Mall also help create vibrant mixed-use area.

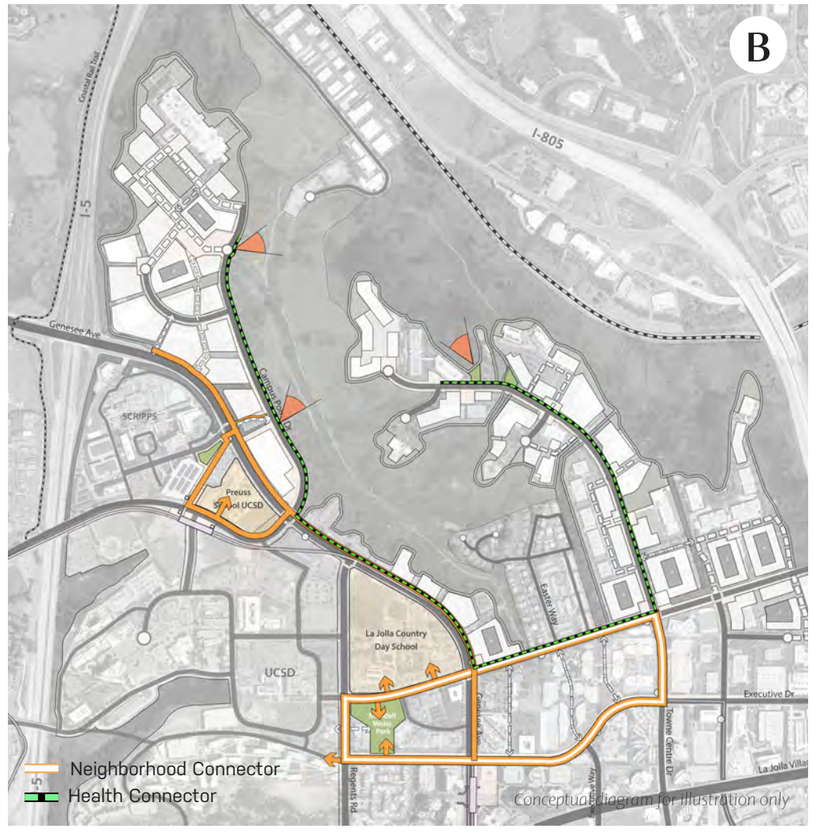
By clustering development and focusing massing along Genesee Avenue, Eastgate Mall, and Towne Centre Dr arises the opportunity to create a unique sense of place. Many sites have the potential to redevelop underutilized lots and buildings into modern facilities that can include "micro" mobility hubs, plazas, and other desirable amenities. Activating areas where multiple developments intersect through small plazas and other design features can help strengthen connections within the community and enhance the public realm along these key streets. Additional enhancements along Genesee Avenue and Eastgate Mall, such as lighting, shade, and street furniture, can improve walkability and better integrate the variety of employment, residential, school, and park uses that exist in the area. Paseos can further link this area to the beauty of the surrounding natural landscape by providing publicly accessible connections to recreational facilities located along the canyon rim, such as trails, paths, and outlooks. Incorporating native plants and landscaping can complement the biodiversity of the area.

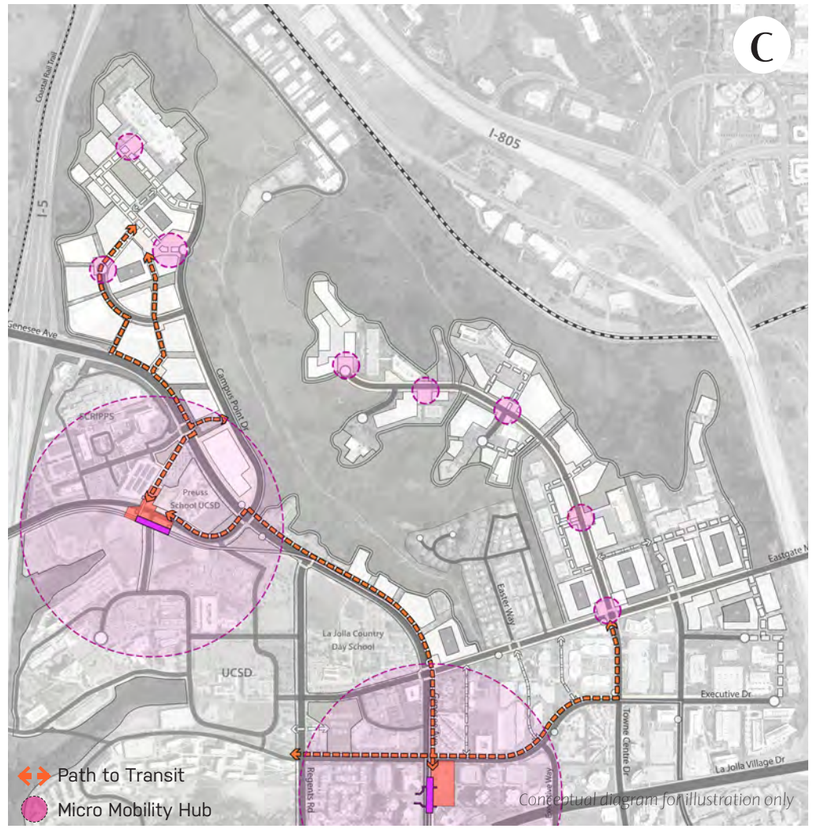
Conceptual diagram for illustration only

Campus Point & Town Centre Opportunities

Diagrams A, B, and C show opportunities related to the frontages & nodes, placemaking, and connectivity. These opportunities inform the urban design-related policies included in Chapter 9: Implementation.







Frontages & Nodes. Orienting building frontages towards Genesee Avenue, Town Centre Dr, and Eastgate Mall can establish a consistent street wall that enhances streets and sidewalks and provides opportunities to create nodes of activity throughout the community.

Placemaking. Connecting existing streets through thoughtful design, paseos, and improved pedestrian amenities, such as lighting, shade, and street furniture, can create neighborhood connections and provide opportunities to admire canyon open space.

Connectivity. "Micro" mobility hubs located throughout the area can help address first mile/last mile connections to transit. A larger-scale commuter-oriented mobility hub near the intersection of Towne Centre Dr and Eastgate Mall can help support the needs of workers traveling to and from the area.

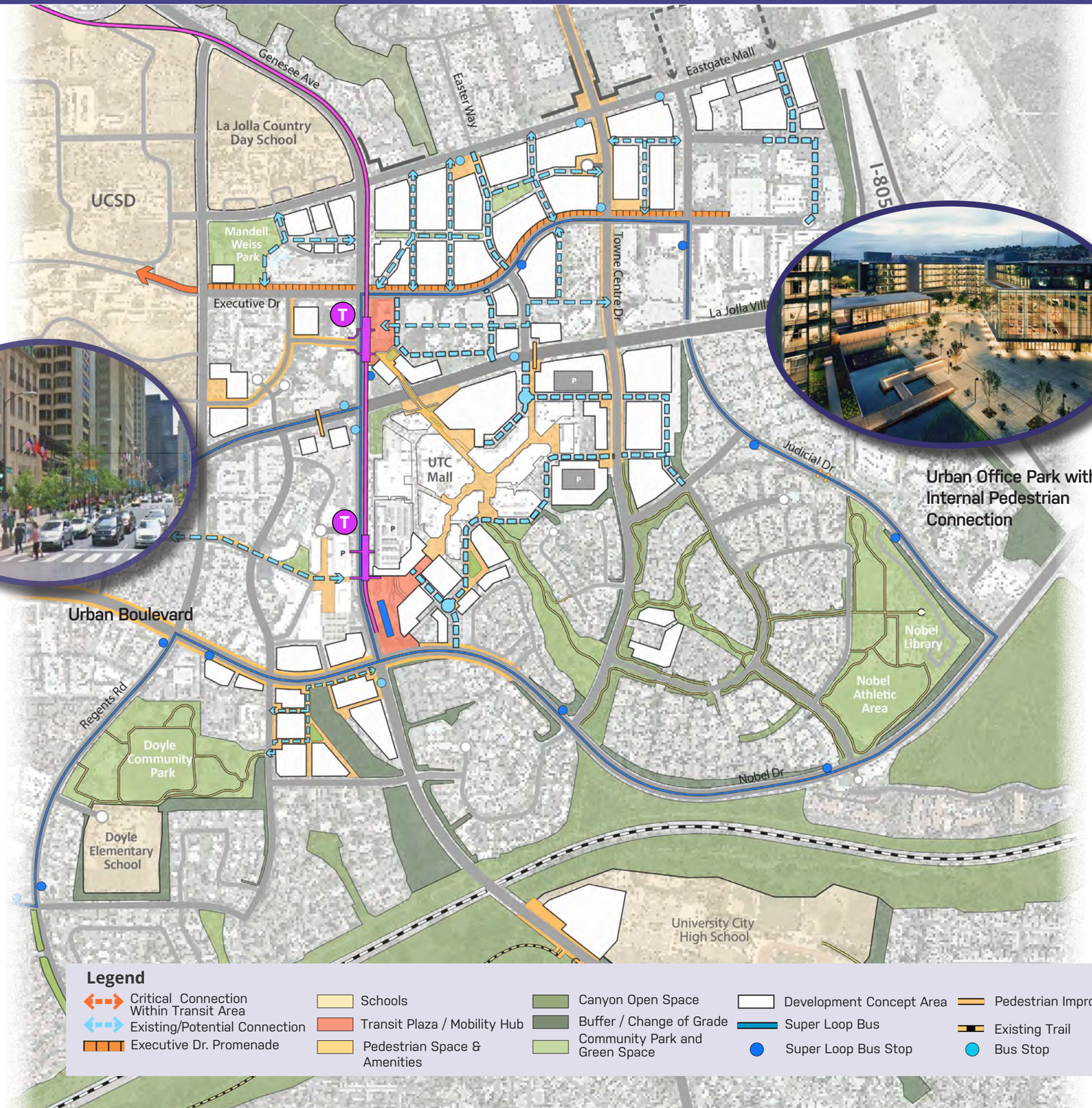
University Towne Centre

This area is the heart of University. The presence of two Trolley stations and a variety of destinations creates an exciting urban environment. While a multitude of tall buildings currently exist in this area, many underdeveloped sites do, as well. As underutilized areas are re-envisioned to serve new needs, there is an opportunity to establish a unique and iconic skyline and create a network of elevated walkways, plazas, and other public spaces connected to Trolley platforms. As new buildings are constructed and existing ones are updated, it is important that they all provide an attractive ground floor and a welcoming pedestrian experience at the street level. A new promenade along Executive Drive can provide a desirable community amenity and connect to a larger 3-mile "Neighborhood Connector" loop that offers fitness and recreation opportunities. Orienting buildings towards transit, breaking down large blocks with internal streets and paseos, and creating well-designed public spaces can help transition this area from an auto-oriented environment into the premier pedestrian district for the community.

Improved wayfinding can help orient people to key destinations, including UTC and UC San Diego, and make it easier to locate the Executive Drive Trolley Station and UTC Transit Center. As development takes place, Eastgate Mall and Executive Dr can emerge as valuable east-west connections between the community and UC San Diego. Over time, the existing north-south promenade that runs diagonally through UTC can become a key organizing feature beyond UTC that connects with neighboring areas.

Urban Boulevard

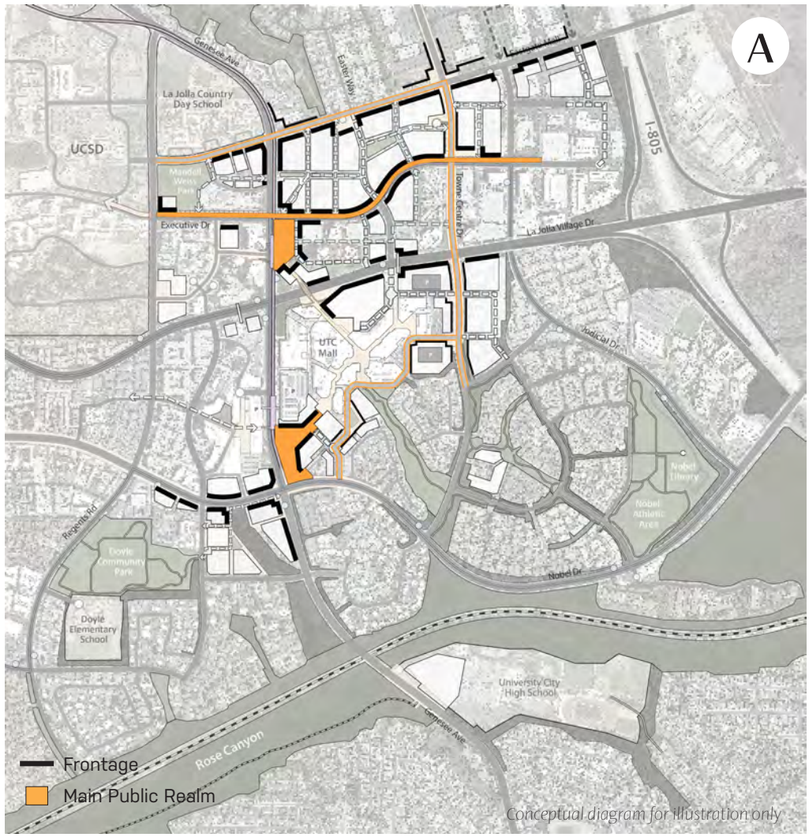
Urban Office Park with Internal Pedestrian Connection

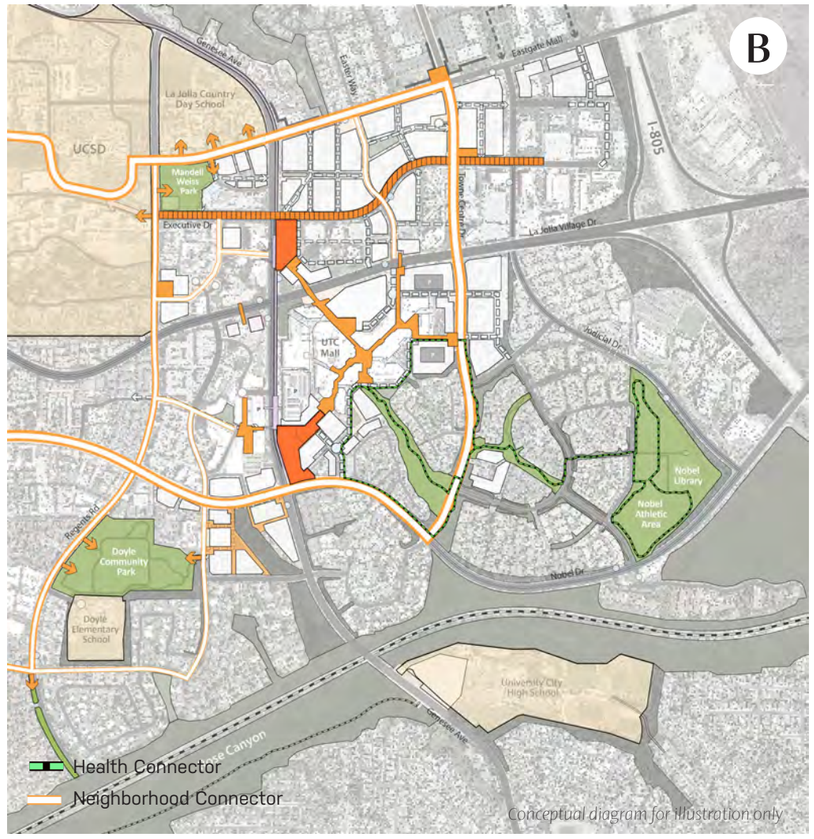


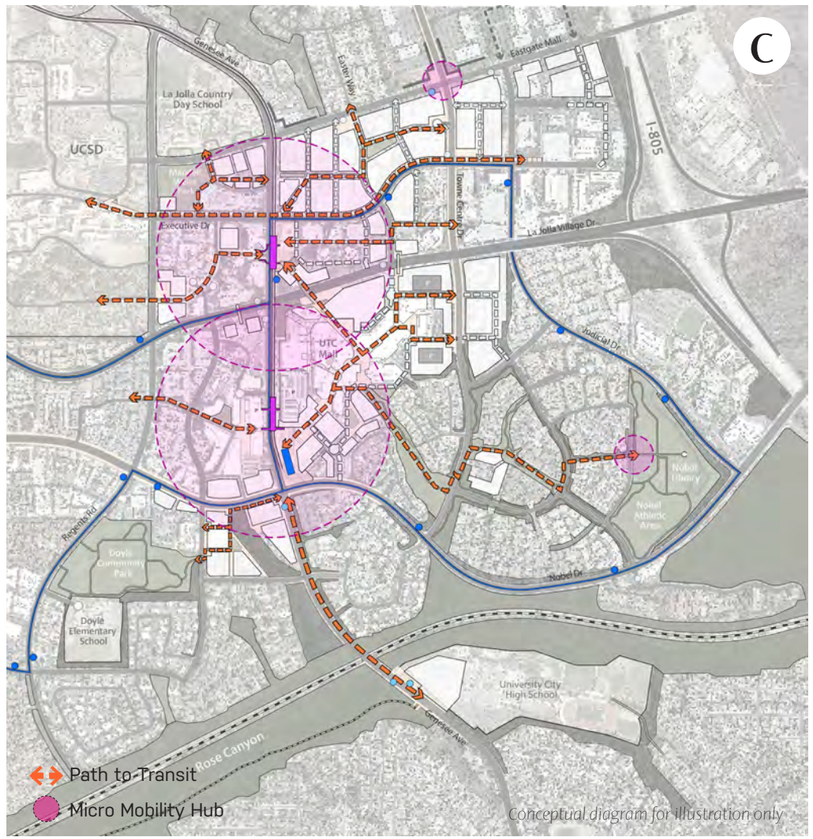
Conceptual diagram for illustration only

University Towne Centre Opportunities

Diagrams A, B, and C show opportunities related to frontages & nodes, placemaking, and connectivity. These opportunities inform the urban design-related policies included in Chapter 9: Implementation.







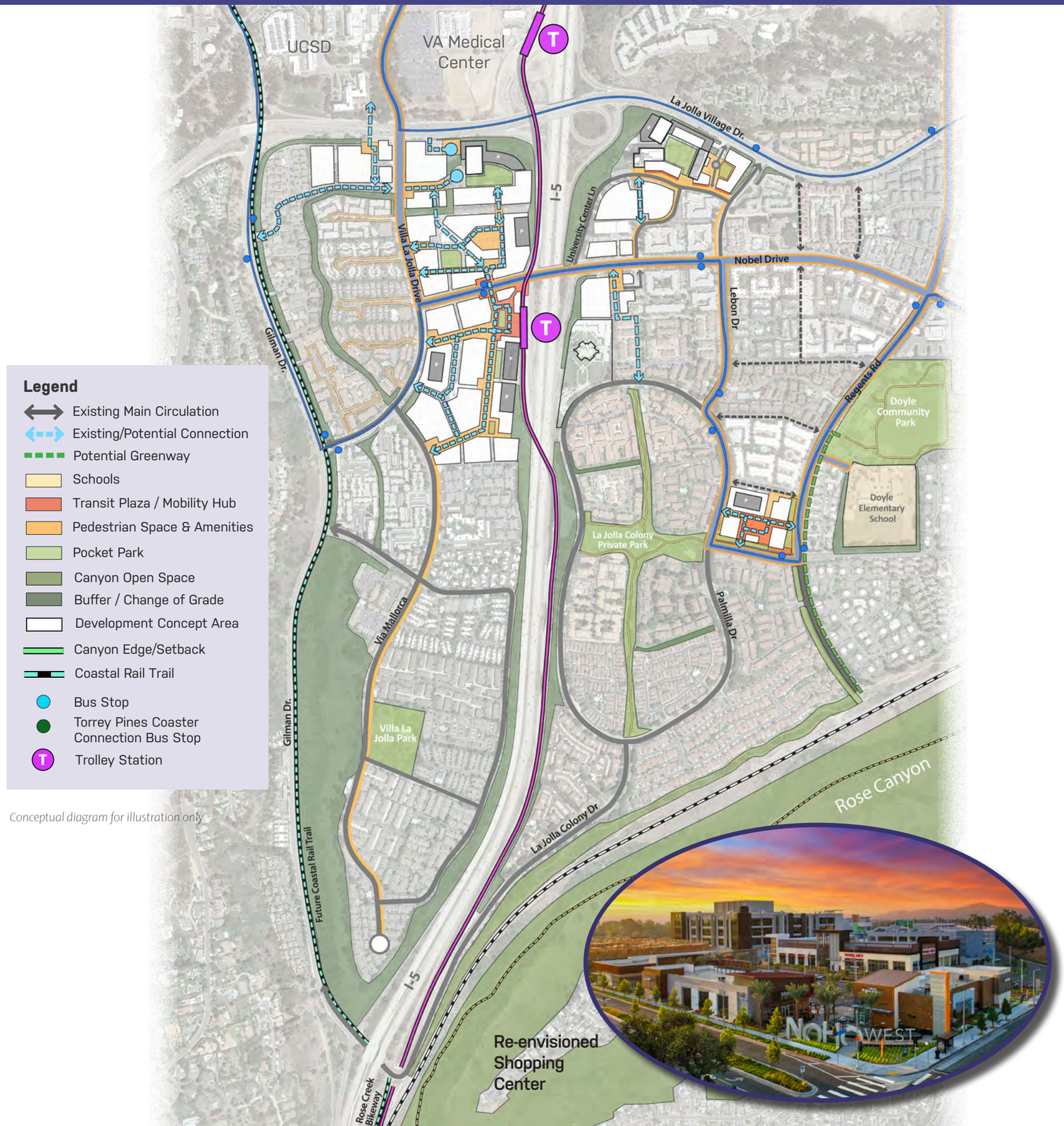
Frontages & Nodes. Orienting building frontages towards the Executive Drive Trolley Station and UTC Transit Center can help establish them as focal points within the community. Orienting building frontages towards Eastgate Mall, Executive Drive, La Jolla Village Drive, Genesee Avenue, and Nobel Drive can establish a consistent street wall that enhances streets and sidewalks and provides opportunities to create nodes of activity throughout the community.

Placemaking. Establishing a promenade along Executive Drive can provide unique placemaking opportunities. The promenade can connect into a larger 3-mile "Neighborhood Connector" loop with enhanced streetscape and pedestrian amenities along Eastgate Mall, Towne Centre Drive, Nobel Drive, and Regents Road. At UTC Mall, the existing north-south promenade that runs through the site can become a key organizing feature and connection to neighboring areas.

Connectivity. Clear connections, including paths and wayfinding signage, can make it easier to acces the Executive Dr Trolley Station and UTC Transit Center. "Micro" mobility hubs located throughout the area can help address first mile/last mile connections to transit. A mobility hub south of Nobel Drive can help connect neighborhoods south of Rose Canyon to the Blue Line. Eastgate Mall and Executive Dr can also provide east-west connections between the community and UC San Diego.

Nobel/Campus

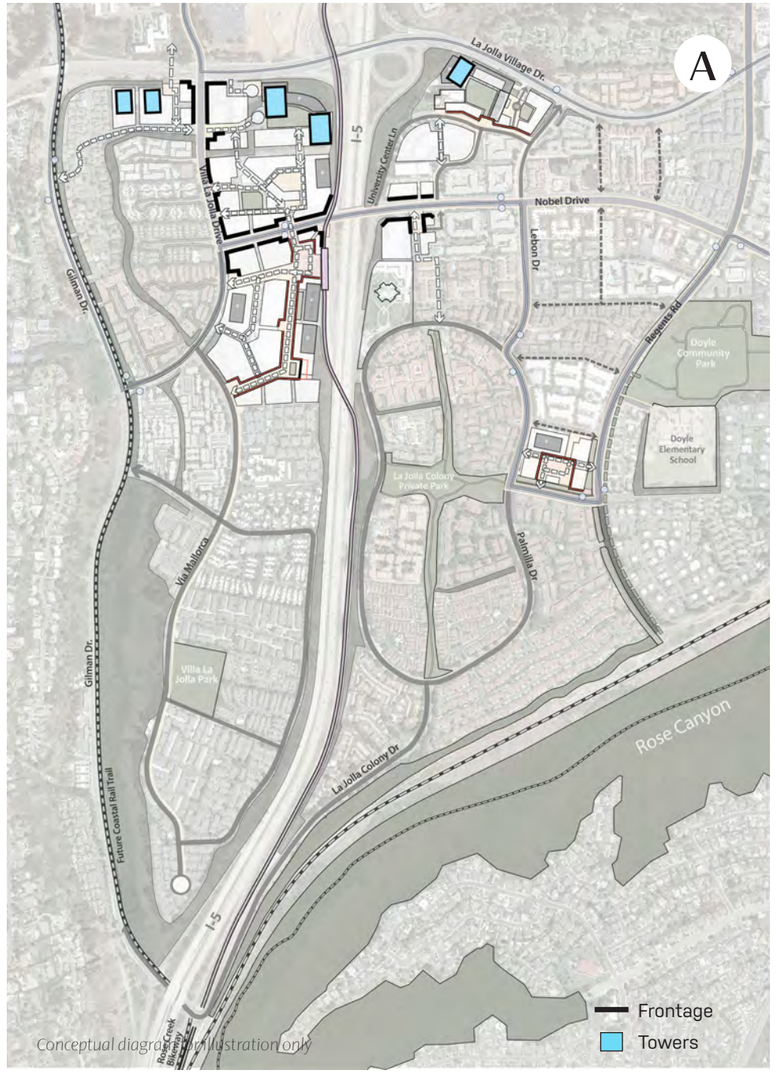
The Nobel Drive Station has the potential to catalyze the transformation of this area from auto-oriented commercial centers into a thriving mixed-use village that serves residents, visitors, and UC San Diego. Introducing a greater mix of uses, including retail goods and services, entertainment, office, and residential, supported by community gathering spaces and an improved public realm can create a vibrant neighborhood and welcoming sense of place. Breaking up large blocks through strategies such as providing paseos and internal streets can improve walkability and establish clearer, more direct access to the Nobel Drive Station. A future mobility hub can improve first mile/last mile access to the station for residents to the east and west of I-5 and help patrons using nearby bus stops, such as the Super Loop, connect to the Trolley. Organizing new buildings around a central gathering place, such as a "main street" or other communal area,, can establish a stronger sense of community for the Nobel/ Campus area.



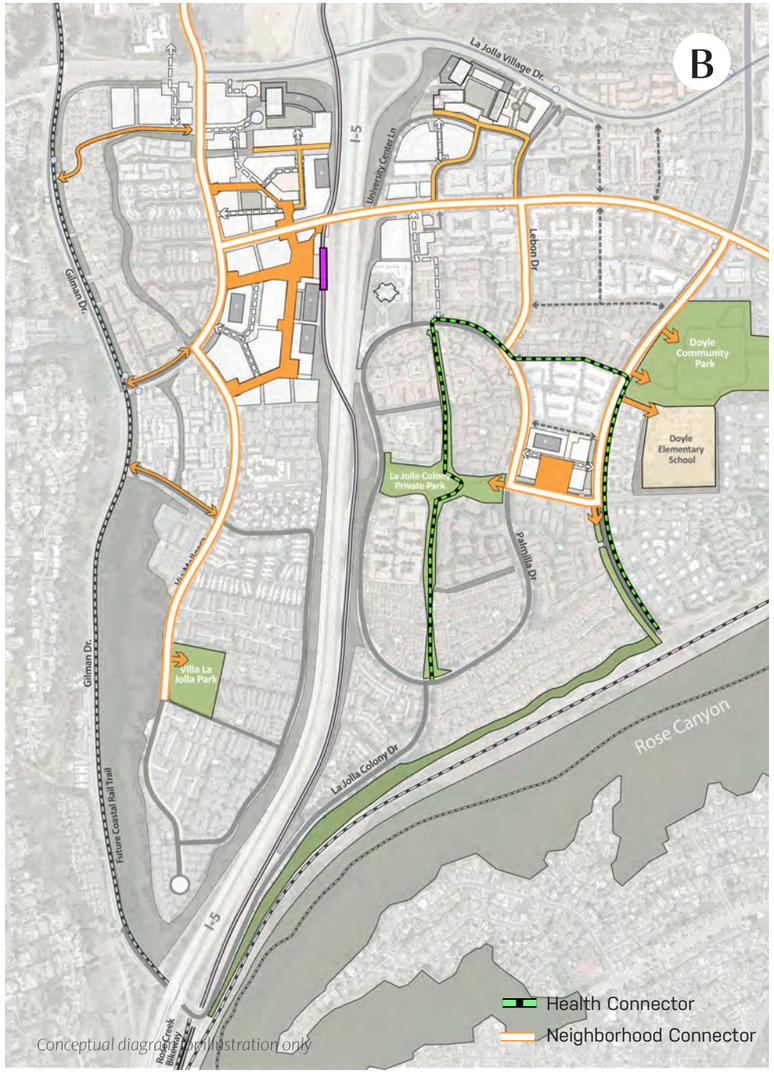
Conceptual diagram for illustration only

Nobel/Campus Opportunities

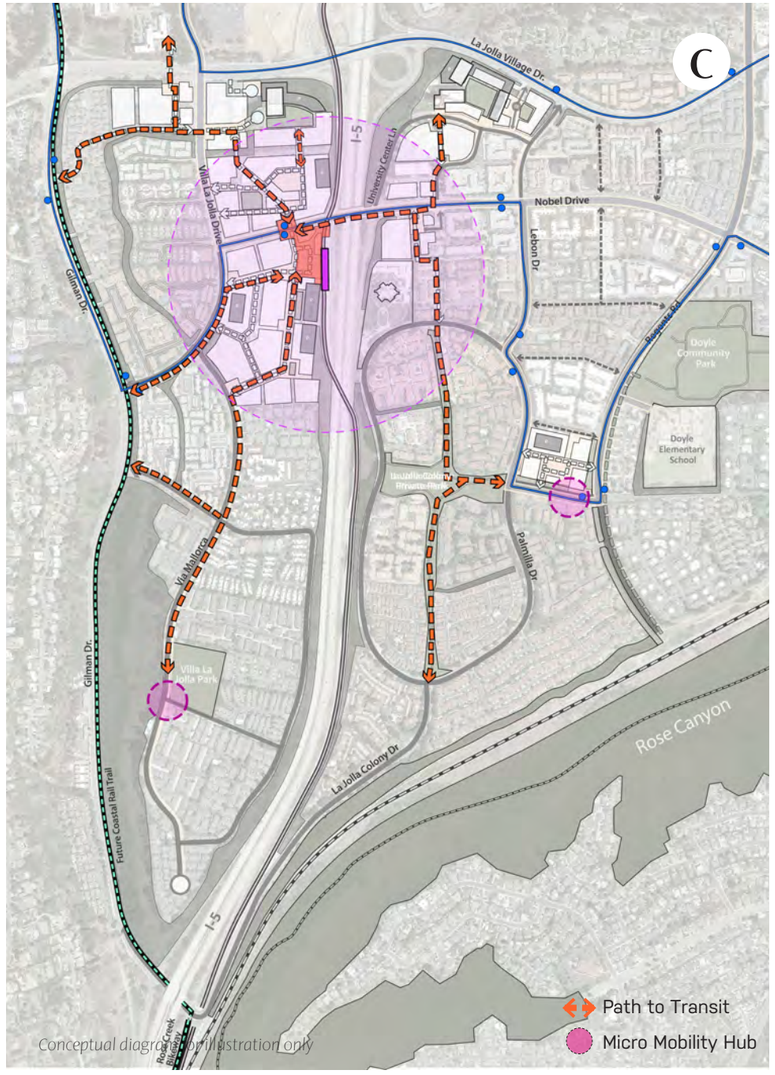
Diagrams A, B, and C show opportunities related to frontages & nodes, placemaking, and connectivity. These opportunities inform the urban design-related policies included in Chapter 9: Implementation.



Frontages & Nodes. Orienting building frontages towards key streets, including Nobel Drive and Villa La Jolla Drive, can help establish a more consistent street wall. Tall buildings can be focused along La Jolla Village Drive Paseos and internal streets included as a part of private development can help break up large blocks and improve connections with streets, sidewalks, and the Nobel Drive Station.



Placemaking. The Nobel Drive Station is a unique asset that can be celebrated through clear connections, paths, and wayfinding. Development oriented around community gathering places, such as a "main street" or other communal areas, can help reinforce a sense of community. A "health connector" can emerge over time that connects residential areas to the proposed Regents Road North outlook.



Connectivity. Nobel Drive is a key east-west connection. Nobel Drive can be enhanced to include walking, biking, and transit amenities. Additional north-south crossing opportunities across Nobel Drive could also improve walkability and bikability. Establishing a mobility hub at the Nobel Drive Station, coupled with "micro" mobility hubs throughout the community, could help address first mile/last mile connections to transit.

South University Neighborhood

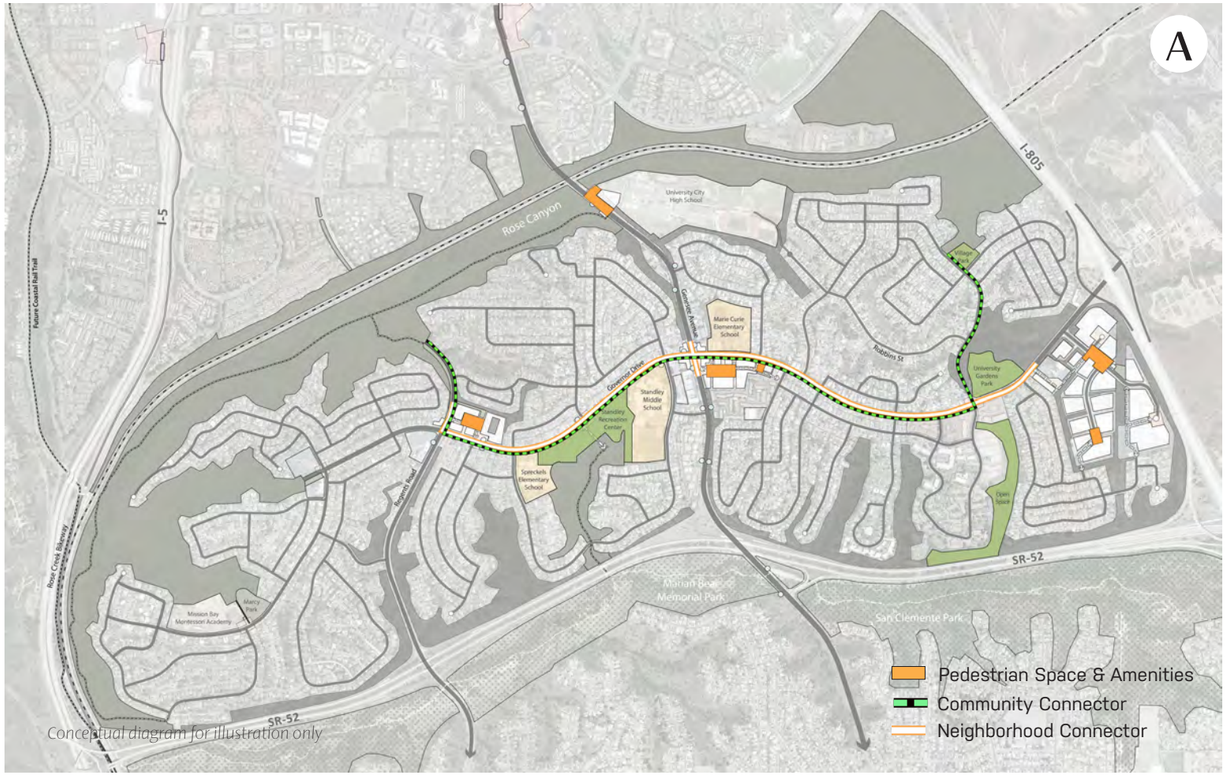
The South University Neighborhood is a successfully established residential neighborhood with a variety of schools, recreational facilities, and other community-serving amenities. The vision for this area is to create a mixed-use village through infill development that complements existing residential and retail uses. With new development there will be the opportunity to introduce more neighborhood-serving uses in the area and add opportunities for additional placemaking.

Housing Integrated with Grocery and Neighborhood-Serving Commercial

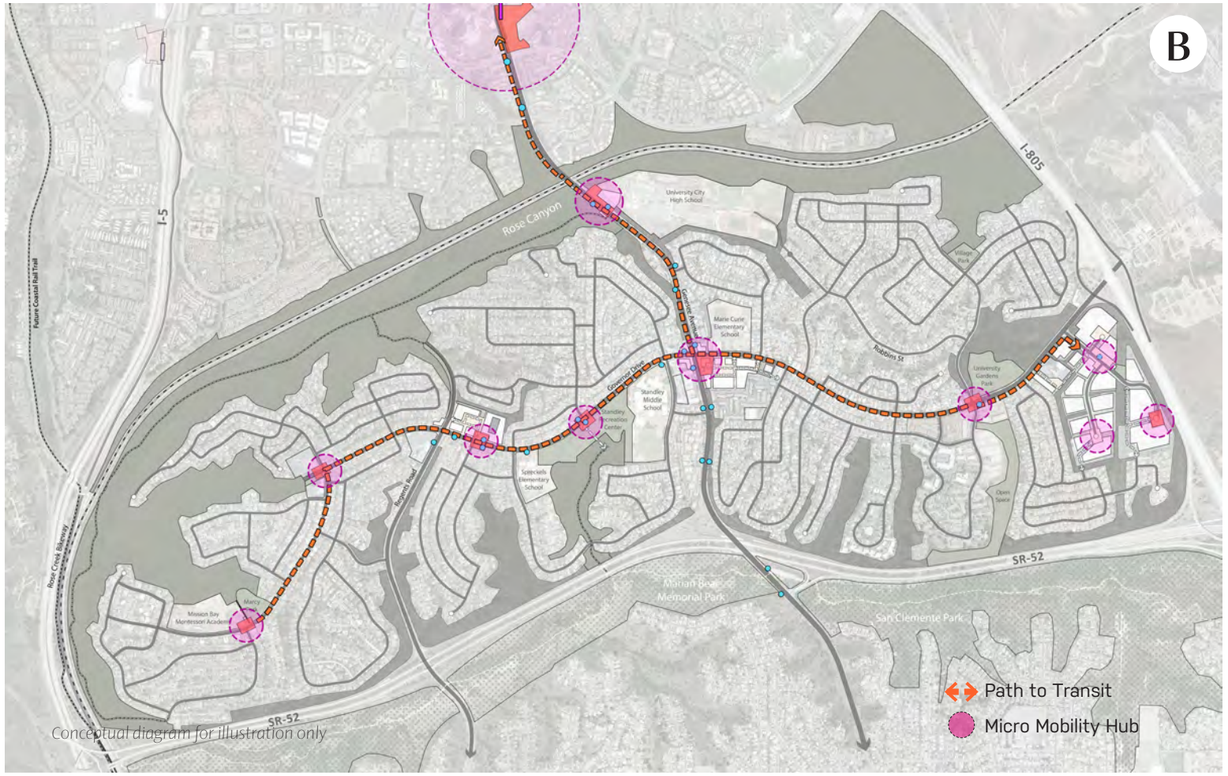
Conceptual diagram for illustration only

South University Neighborhood Oppportunities

Diagrams A and B show opportunities related to the frontages & nodes, placemaking, and connectivity. These opportunities inform urban design-related policies included in Chapter 9: Implementation.



Frontages, Nodes, and Placemaking. Governor Drive provides an east-west connection between key uses, including residences, schools, shopping centers, recreation facilities, and the University Library. Orienting building frontages towards Governor Drive can help create a more walkable "main street" experience. A future path could also connect Governor Drive to the proposed Regents Road South outlook. Over time, there may be an opportunity to create a community connector that links Governor Drive, Regents Road, Gullstrand Street.



Connectivity. Providing "micro" mobility hubs along Governor Drive and Genesee Avenue can help support first and last mile connections to neighborhood bus stops.

Comfortable Bus Shelter

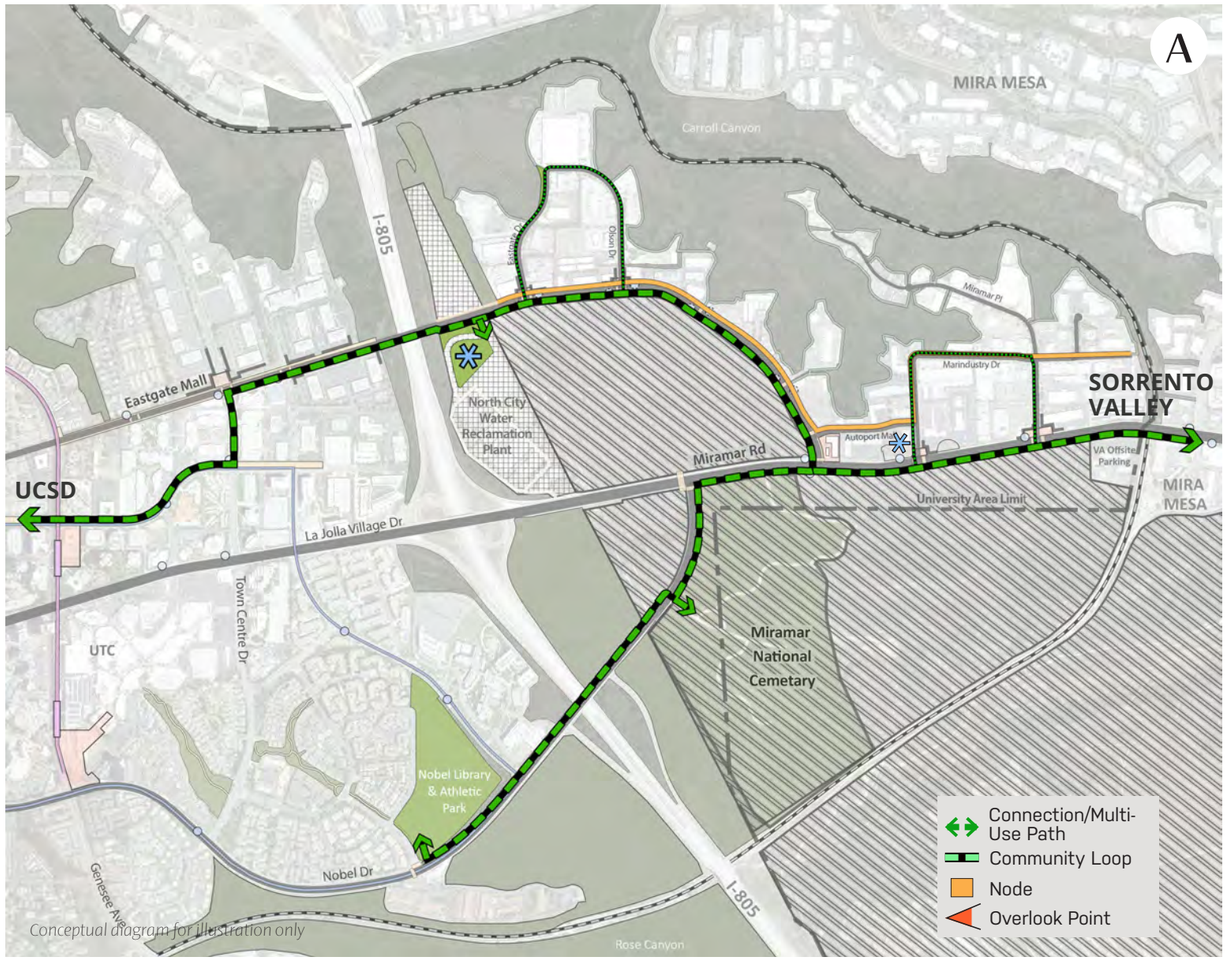
Miramar

Miramar is an industrial-focused area that includes multiple warehouses. Providing employee-serving amenities, such as outdoor seating and shaded areas, can create pockets of activity and improve the public realm. The creation of a multi-use path along Eastgate Mall can provide a valuable connection between the University and Mira Mesa communities as well as improve access to UC San Diego. This area experiences high temperatures and would benefit from the integration of trees, especially in areas where people congregate like bus stops. There are also opportunities to highlight resource conservation efforts, including water reclamation and vernal pools.

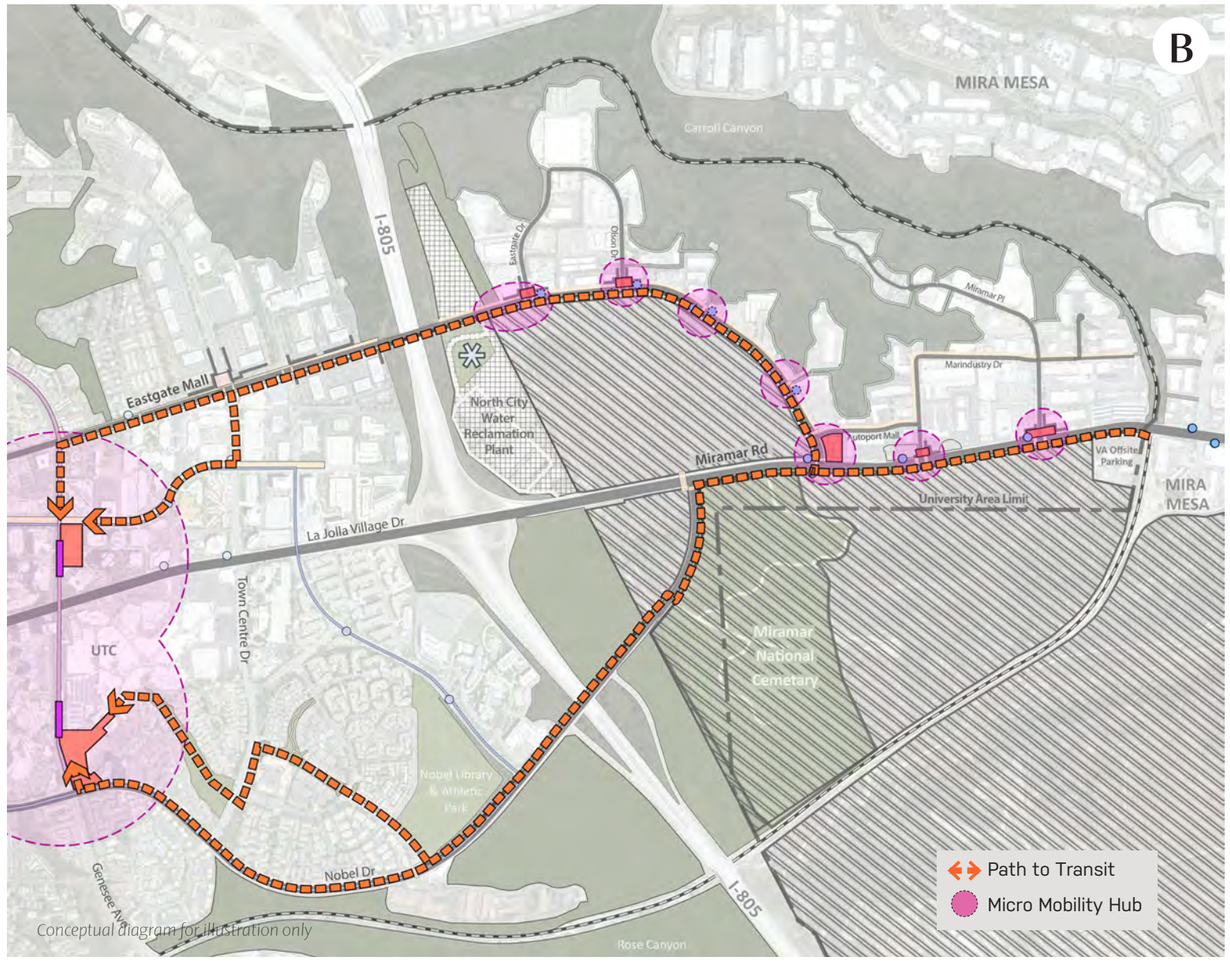
Conceptual diagram for illustration only

Miramar Opportunities

Diagrams A and B show opportunities related to nodes, placemaking, and connectivity. These opportunities inform urban design-related policies included in Chapter 9: Implementation.



Nodes & Placemaking. Eastgate Mall and Miramar Road can be enhanced to provide a high-quality east-west bicycle and pedestrian connection between the University Community and Mira Mesa. This can be accomplished through the creation of a non-contiguous multi-use path that connects key facilities, including the North City Reclamation Plant, Miramar National Cemetary, and Nobel Athletic Area and Library.



Connections. Eastgate Mall and Miramar Road include existing transit stops that can be better integrated into the public realm. A future non-contiguous multi-use path could also provide opportunities to integrate stops with "micro" mobility hubs. Enhancing Eastgate Mall and Miramar Road can also provide east-west connections to the UC San Diego campus.

Mobility

The University Community has become the heart of the innovation economy for the broader San Diego region, encompassing UC San Diego, the University Towne Center shopping center, high-tech and bio-tech businesses, and science and research institutes. With all this activity, the University Community is a desirable place to live, learn, and work and will continue to thrive as the Community Plan envisions dynamic mixed-use villages. These villages place more housing closer to jobs, have vibrant public spaces and amenities, and increased connectivity. The implementation of mixed-use development will help transform this community to become a world-class transit-oriented innovation hub attracting more companies and talents, residents, and visitors.

Mobility is critical to support the diverse range of places and activities and the economic prosperity of the community. Providing safe, convenient access throughout the University Community addresses several guiding principles of the Plan, particularly developing a reliable and integrated transportation system that provides sustainable mobility options for all users of all abilities to travel within the community and connect to other parts of the region. Mobility improvements are focused on improving active transportation, increasing transit accessibility, and embracing intelligent technologies and management

GOALS

- A connected and integrated transportation network that prioritizes active transportation and improves personal mobility to schools, residences, activity centers and employment hubs within the community and throughout the region.
- A balanced, multimodal transportation network that prioritizes safe, accessible, sustainable, and enjoyable travel options for all users.
- Enhanced access to public transit, linkages within the community, the City of San Diego and the region, and opportunities to increase transit ridership.
- A mobility system that embraces emerging technologies, smart infrastructure, and is aimed at improving mobility options, efficiency, and meeting Climate Action Plan goals for the transportation system.

strategies to help encourage more people to walk, bike, or ride transit, and decrease their auto dependence. Overall, these improvements will result in a viable transportation network that efficiently moves people and complements the Community Plan's vision for land use, urban design, parks, and open space.

The Mobility Element of the General Plan also provides goals and policies to promote a balanced, multi-modal transportation network that gets users where they need to go and minimizes environmental and neighborhood impacts. This Mobility Element integrates citywide policies established in the General Plan, with community-specific objectives and actions for land use and transportation to meet varied user needs through a balanced network approach.

Moving People Efficiently

In the coming decades, the University Community will have to accommodate the traffic generated by new developments. However, in this built-out community where areas to widen streets and provide new street connections are limited, this Community Plan shifts from traditional vehicle capacity and level of service metrics. Opportunities are focused on re-purposing existing roadways with lanes dedicated to other modes of travel, which improves roadway efficiency by moving more people in the same amount of space. This approach would create roadways that embrace Complete Streets principles and transform wide arterials to include any combination thereof of buffered sidewalks, protected bikeways, and dedicated lanes for planned high-quality transit or other non-single occupancy vehicles.

Complete Streets

Complete Streets are streets designed and operated to enable mobility for all users regardless of age or ability (see Figure 17). Whether one is walking, rolling, biking, riding transit, or driving, every person has the right to get to their destination in a safe, convenient, and comfortable manner. Taking the land use context into consideration, this Mobility Element identifies specific improvements for each mode to create a more balanced multimodal transportation system within the University Community. Although not all modes of travel may be able to be accommodated along every street, certain modes are prioritized along specific corridors that allow for a cohesive transportation system that provides safe, comfortable connections to various destinations within the community and to the region.

Figure 17:
Illustration of a Complete Street

Electric scooters can provide last-mile connections for Trolley riders. - Photo: SANDAG

Pedestrian bridge connections help make the University Community's village areas more walkable.

Safe and accessible pedestrian crossings are essential to a walkable community.

Active Transportation

Active transportation is a means of getting around that is powered by human energy, primarily walking and bicycling. Communities that prioritize active transportation tend to be healthier because residents are able to be more physically active in their daily routines. Active transportation is also the cleanest mobility option, which lessens air pollution and makes for a healthier environment. Economic vitality can also increase from active transportation because people traveling at human-powered speeds are more likely to stop for local goods and services. Overall quality of life can increase from continued investments in the active transportation system.

Walking/Rolling

The Community Plan identifies pedestrian improvements in areas that promote access to activities and comfortable connections, and increase walking/rolling as a means of transportation and recreation. Existing barriers within the University Community due to freeways, topographic features, and lack of sidewalks presents challenges to pedestrian connectivity. This community plan looks to improve connections within the community, as well as to neighboring communities.

Several pedestrian infrastructure treatments will strengthen the existing pedestrian network and encourage more trips to be made by foot within the University Community (see Figure 18). Shortening crossing distances for pedestrians through the implementation of curb extensions (pop outs) will enhance pedestrian crossings. Pedestrian bridges and other enhanced pedestrian improvements will also provide a safe route to a pedestrian's destination while crossing wide, heavily traveled streets. Bridges and other enhanced pedestrian improvements support an interconnected and cohesive network that creates a convenient pedestrian experience to easily navigate from one location to another. Pedestrian bridges or other enhanced pedestrian improvements should be integrated with the surrounding urban and building design in order to create a functional environment. They should also be designed with the needs of different users in mind, such as people with disabilities and families with strollers.

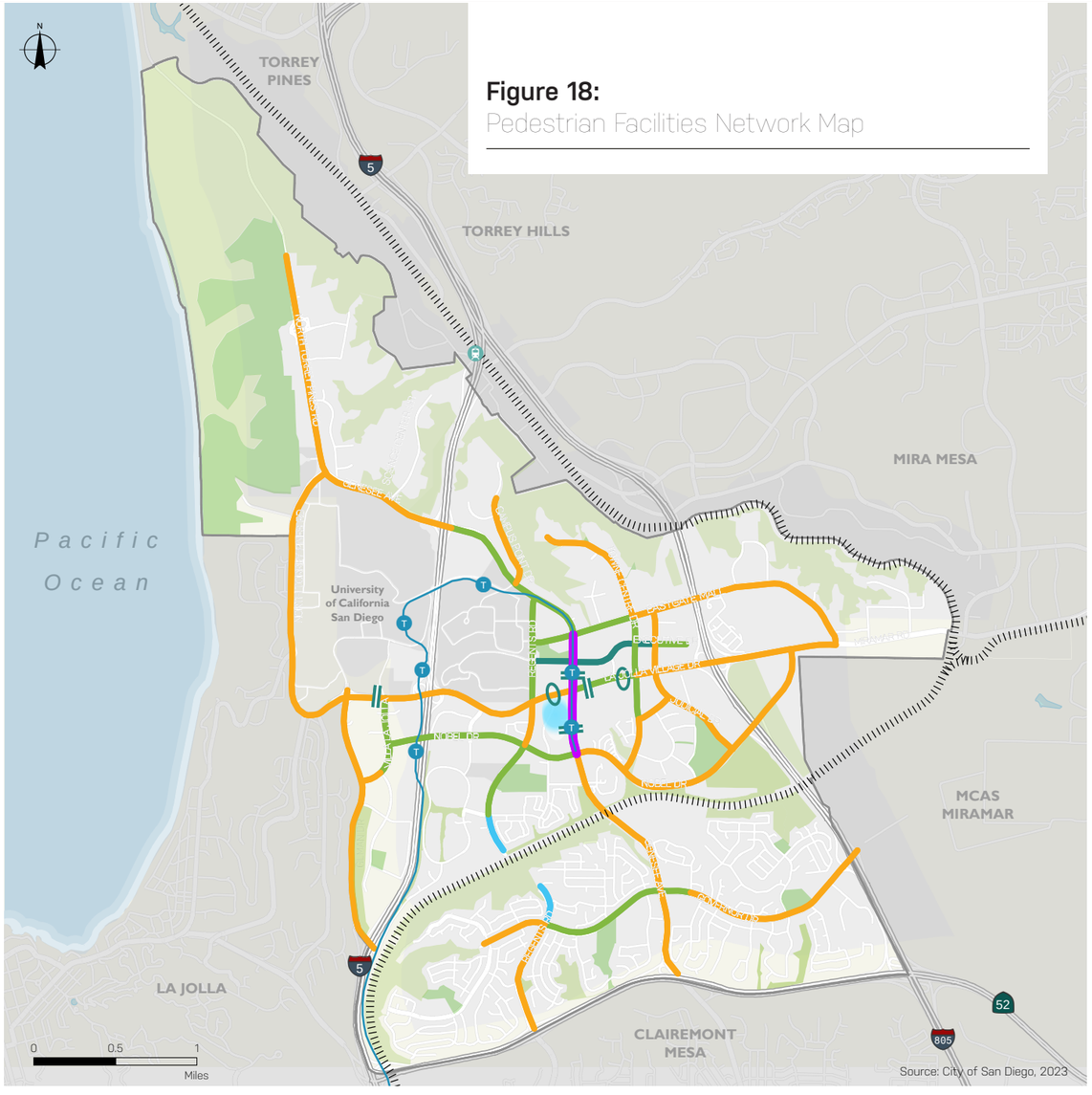


Figure 18:
Pedestrian Facilities Network Map

Existing Transportation

- Coaster Station
- Railroad
- Mid-Coast Trolley Extension
- Trolley Station
- Active Transportation Bridge

Planned Pedestrian Typology

- Connector
- Corridor
- District
- Path
- Ancillary Facility
- Pedestrian Improvement
- Pedestrian Improvement to UTC Transit Station (General Location)

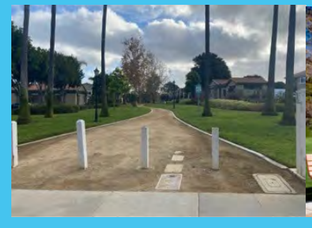
Pedestrian Facility Types

Connector - Connector route types are designated along streets with lower pedestrian activity levels, thus requiring basic treatments such as planted buffers between the sidewalk and street, and essential features like standard sidewalk widths, curb ramps, and marked crosswalks at signalized intersections with advance stop bars. Connectors commonly bridge the gap between residential neighborhoods and final destinations. Connectors also offer key circulation connections that feed more prominent Corridor and District streets.

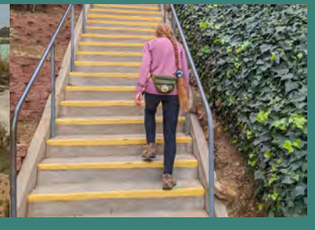

Corridor - Corridor route types are designated along streets that support businesses and shopping districts with moderate pedestrian activity levels. Corridor roadways consist of features of those identified under Connector route types with the addition of more enhanced treatments to support additional activity, such as above minimum sidewalk widths (>5 feet), visual and audible pedestrian signal heads, lead pedestrian intervals, high visibility crosswalks, pedestrian lighting, and trees to shade walkways.


District - District route types are designated along streets to support heavy pedestrian activity in mixed-use urban areas and major community thoroughfares. Districts are intended to include improvements that provide premium comfort and priority for pedestrians that encourage walking. District features consist of those identified under Connector and Corridor route types and can include wider walkway widths for forming promenades/paseos/ linear parks, decorative crosswalks, street furnishings, curb extensions, and crossing location improvements like median refuges and/or pedestrian actuated controls.


Paths - Paths are paved facilities with exclusive right-of-ways that act as corridors and have little or no vehicular cross flows. Many of these paths are exclusive to pedestrians and bicycles and are not associated with streets. Paths are often associated with recreational uses. Many of these paths can be found in parks, near open space preserves and away from streets in residential areas. They are defined in this plan as being paved, away from a street edge and not shared with vehicles (except for emergency or maintenance vehicles). They are often shared with runners, skaters, cyclists and other recreational users.




Ancillary Facility - Ancillary Pedestrian Facilities, are facilities away from or crossing over streets such as plazas, paseos, promenades, courtyards or pedestrian bridges and stairways. Many of these ancillary facilities attract local residents and workers and therefore generate moderate to high pedestrian use.

Traffic calming can be implemented within the University Community to encourage pedestrian activity. Implementation of traffic calming measures in areas such as:

- Along designated Class III Bike Routes or other roadways intended to become Bicycle Boulevards, such as Towne Centre Drive, Arriba Street, Cargill Avenue, and Decoro Street.
- In areas with heavy pedestrian activity like along District and Corridor route types and adjacent to transit stations.
- Local streets or circulation element roadways that traverse through residential neighborhoods or provide access to schools, such as Governor Drive.

By creating a more pedestrian-friendly environment, these measures can help to increase the number of people who choose to walk/roll instead of drive, which can have a variety of benefits including reducing congestion and air pollution, improving public health, and promoting a more vibrant and livable community.

Accessible, interconnected pedestrian routes improve walkability.

Vision Zero

The goal of Vision Zero is to reduce the number of traffic-related deaths and injuries to zero. The basic principle behind Vision Zero is that traffic-related collisions are not accidents, but rather the result of systematic failures in the design and operation of the road system. Through an action of the City Council, the City formally adopted the initiative. Community Plans are one way to help implement the Vision Zero policy. The City's Vision Zero Strategic Plan focuses on Strategic Actions for reducing and eliminating severe and fatal injuries to continue progress towards zero, which include the following items:

1. Use a data-driven approach to deploy effective countermeasures
2. Plan for long term transformation, based on Safe System principles
3. Budget and Build improvements, focusing on Communities of Concern
4. Engagement and Enforcement
5. Education, Community, and a Culture of Safety

Bicycling

A robust network of varying bicycle facilities has been identified to encourage and support cycling as a viable mode of transportation. The community is primarily a high-stress bicycle environment along the major roadways. Pockets of low stress local roadways are often isolated from adjacent areas by these high stress circulation element roads. The community plan identifies bikeways where physical separation from higher speed and higher volume traffic will increase safely and comfort. A strong emphasis was placed on first-last mile connections to frequent transit as well as to neighboring communities, schools, and parks.

There are several bicycle facility types that will be implemented throughout the University Community. Planned improvements include new multi-use paths and trails, buffered bicycle lanes, bike routes/bike boulevards, and cycletracks. These new facilities will help improve travel by bicycle within the community, to and from neighboring communities, as well as access to regional destinations.

Bicycle boulevards (Figure 19) are local roads or residential streets that have been enhanced with traffic calming and other treatments to facilitate safe and convenient bicycle travel. Bicycle boulevards accommodate bicyclists and motorists in the same travel lanes, without specific vehicle or bicycle lane delineation. These roadway designations prioritize bicycle travel above vehicular travel. The treatments which create a Bicycle Boulevard, heighten motorists' awareness of bicyclists and slow vehicle traffic, making the boulevard more conducive to safe bicycle and pedestrian activity. Bicycle Boulevard treatments include signage, pavement markings, intersection treatments, traffic calming measures and can include traffic diversions.

The Planned Bicycle Network (Figure 20 and Table 4 in the Implementation section of this plan) will include connections to routes in adjacent communities based on the regional bike network. Additional protected lanes, known as cycle tracks, are planned in the community's urban villages to complement the pedestrian ways and recreation areas. The Planned Bicycle Network is intended to support both cycling and micromobility.

Micromobility refers to lightweight transportation devices, typically human- or electric-powered, which transports users over short distances at low speeds. Examples include docked bicycles, electric bicycles, scooters, electric scooters (E-scooters), etc. Although micromobility devices can be individually owned, shared micromobility systems such as dockless scooters have been deployed in targeted service areas generally intended for short trips like first-last mile connections.

Bike lockers make it easier to connect multiple trips.

Visible signage improves safety along shared lanes.

Figure 19:
Illustration of a Bicycle Boulevard

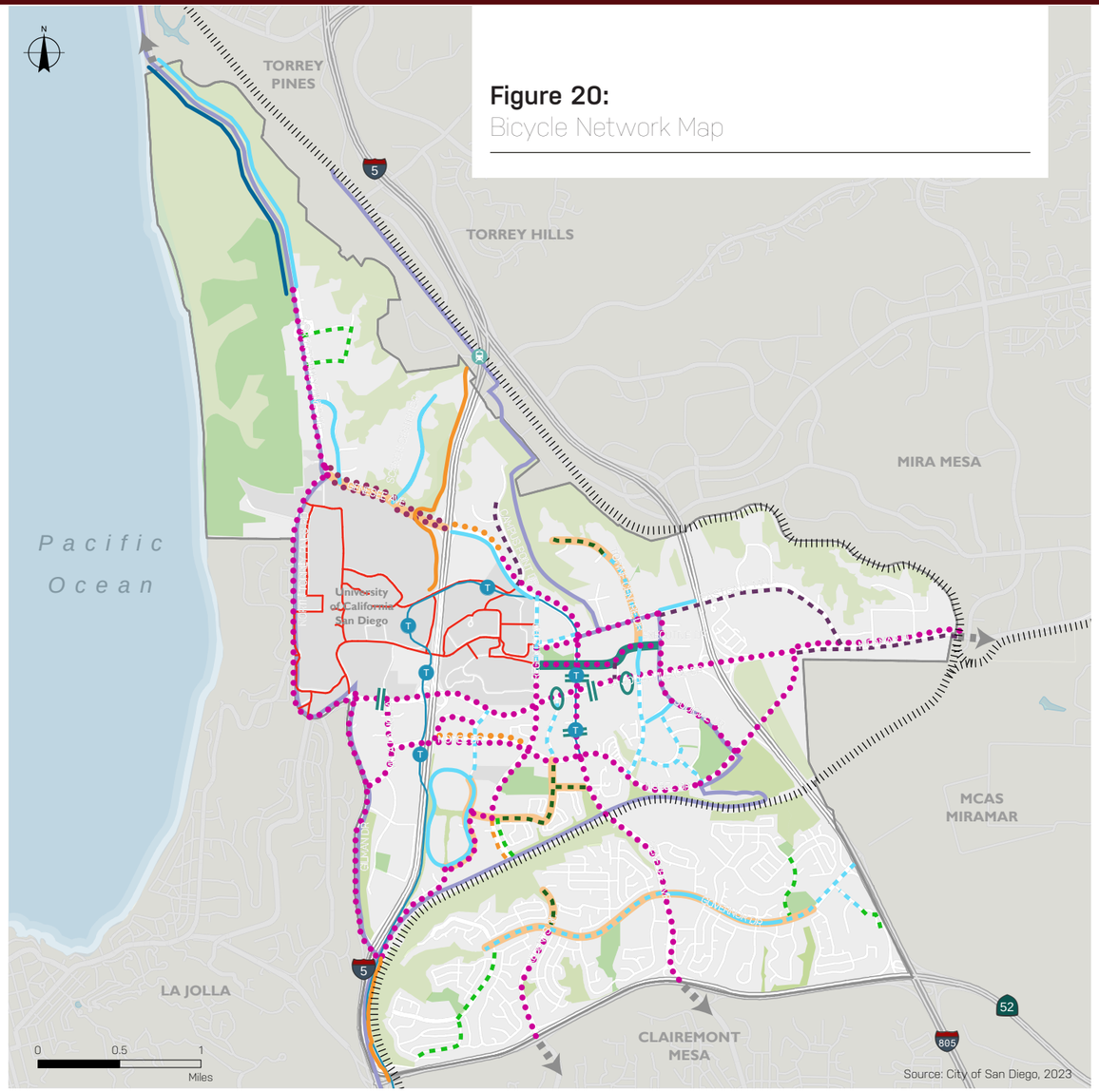


Figure 20:
Bicycle Network Map

Existing Facilities to Remain

- Class I - Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class II - (One-Way, Two Lanes)
- UC San Diego Bike Network
- Active Transportation Bridge

Planned Improvements

- Class I - One-Way Multi-Use Path
- Class I - Two-Way Bicycle Trail / Multi-Use Path
- Class II - Standard/Buffered Bicycle Lane
- Class III - Bicycle Route
- Class III - Bicycle Boulevard
- Class IV - Cycle Track (One-Way)
- Class IV - Cycle Track (One-Way, Two Lanes)
- Class IV - Cycle Track (Two-Way)
- Pedestrian Improvement
- Traffic Calming Enhancements
- Promenade

- SANDAG 2021 Regional Plan Adopted Regional Bike Network
- Bicycle Facility in or Planned for Adjacent Community

Bicycle Facility Types

Class I

Bicycle paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bicycle paths provide critical connections in the city where roadways are absent or are not conducive to bicycle travel.

Class II

Bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel. Bicycle lanes are one-way facilities on either side of a roadway.

Class III - Bicycle Route

Bicycle routes indicate travel lanes providing shared use between bicycles and motor vehicles, which are frequently demarcated with a sharrow or other marking and signage. Bicycle routes provide continuity to other bicycle facilities or designate preferred routes through corridors with high demand.

Class III - Bicycle Boulevard

Bicycle boulevards are low-stress bikeways primarily located on low-volume, low-speed local roads where treatments include shared lane marking, traffic calming measures, and other treatments.

Class IV

Cycle tracks, also referred to as separated bikeways, provide a right-of-way designated exclusively for bicycle travel within the roadway and physically separated from vehicular traffic. Types of separation include, but are not limited to, raised islands, planters, flexible posts, or on-street parking. Cycle tracks can be one- or two-way.

Figure 21:
Illustration of a SMART Corridor

SMART Corridors

A Sustainable Mobility for Adaptive and Reliable Transportation (SMART) Corridor is a major arterial roadway that provides access to or between at least two freeways, whereby mobility improvements are made for transit and other congestion-reducing mobility forms through the re-purposing of roadway space (see Figure 21). Flexible (Flex) Lanes are re-purposed lanes for transit and/or other congestion-reducing mobility forms. Flex Lanes provide dedicated space for moving people more efficiently through a corridor. They will encourage more people to choose transit as their preferred mode of transportation, which reduces traffic congestion, improved air quality, and a more sustainable urban environment.

The planned transit network will include three SMART corridors that will run along La Jolla Village Drive and Nobel Drive, which connects Interstate 5 to Interstate 805, and Genesee Avenue, which connects Interstate 5 to State Route 52. By incorporating these features, SMART corridors enhance the efficiency, reliability, and attractiveness of public transit systems and other congestion-reducing mobility forms.

Transit

A robust transit system allows people to move within and across communities in an efficient, affordable manner. Transit can help meet the diverse needs of a community and make it easier for people to access the places they need to go.

The University Community is currently served by local bus routes, the Trolley, and the Coaster (as shown in Figure 22). Within the region, transit is planned and developed by the region's planning agency SANDAG, and operated by the Metropolitan Transit System (MTS) and the North County Transit District (NCTD). Locally, buses and the Trolley are supported by streets and traffic signals maintained and operated by the City.

This Community Plan identifies transit-oriented development along transit corridors that will significantly increase transit ridership potential and help foster the City of Villages Strategy in creating areas near transit where people live, work, and play (see Figure 22). Transit needs to be an attractive and convenient option for riders to encourage more people to use it and make it a more viable alternative to driving. Transit priority measures, dedicated transit lanes, SMART corridors with flexible lanes, as well as first-last mile mobility hubs are strategies identified in this plan that will prioritize transit and maximize capacity of people through a corridor. Additional transit recommendations are included in Figure 23. This Community Plan identifies these improvements as projects to be considered in future transit planning efforts.

Mobility Hubs

Mobility Hubs are locations where a variety of travel modes come together and provide mobility services, amenities, and technologies that help with the first-last mile of a commute. Mobility hubs can play an important role in creating more livable and sustainable communities by providing a range of transportation options and making it easier for people to get around.

Micromobility hubs are locations within the urban landscape where various forms of lightweight transportation devices are made available for public use to assist with the first-last mile of a commute, typically for short distance travel.

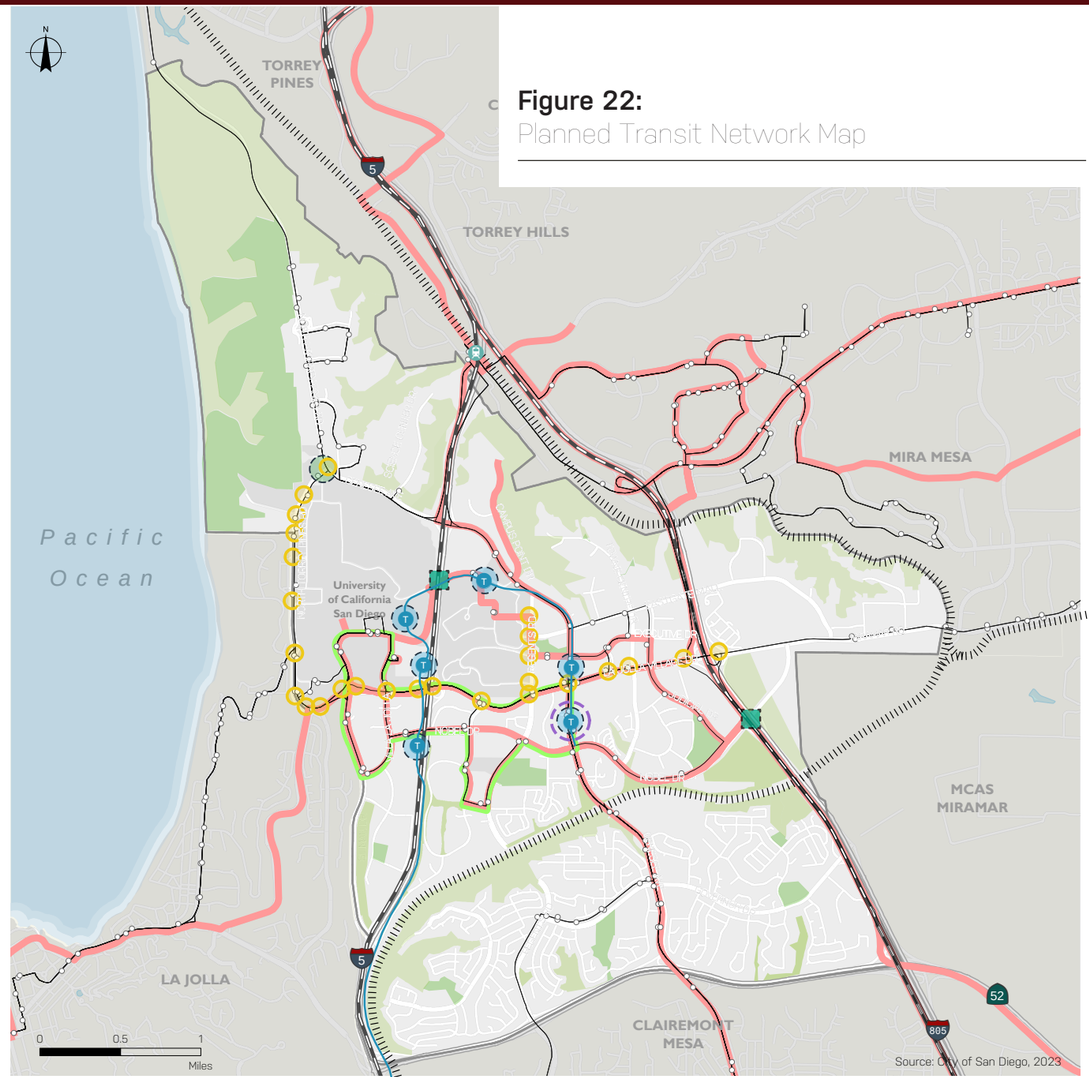
Skyways

Skyways, also known as aerial cableways, can offer a potential solution that can traverse over difficult terrain and topographic obstacles while taking up minimal space on the ground within the public right-of-way. They can also provide efficient and sustainable transportation options for urban areas. Future mobility planning should consider the feasibility of providing skyway connections between the Trolley in the University Community to the Sorrento Valley/Sorrento Mesa employment areas in the Mira Mesa. This could include a connect to a relocated Sorrento Valley Coaster Station.

Transit-oriented development will increase public transit ridership and decrease traffic congestion. - Photo: SANDAG

Providing a range of localized travel modes–like low-impact skyways–creates more connected, sustainable communities.

Figure 22:
Planned Transit Network Map



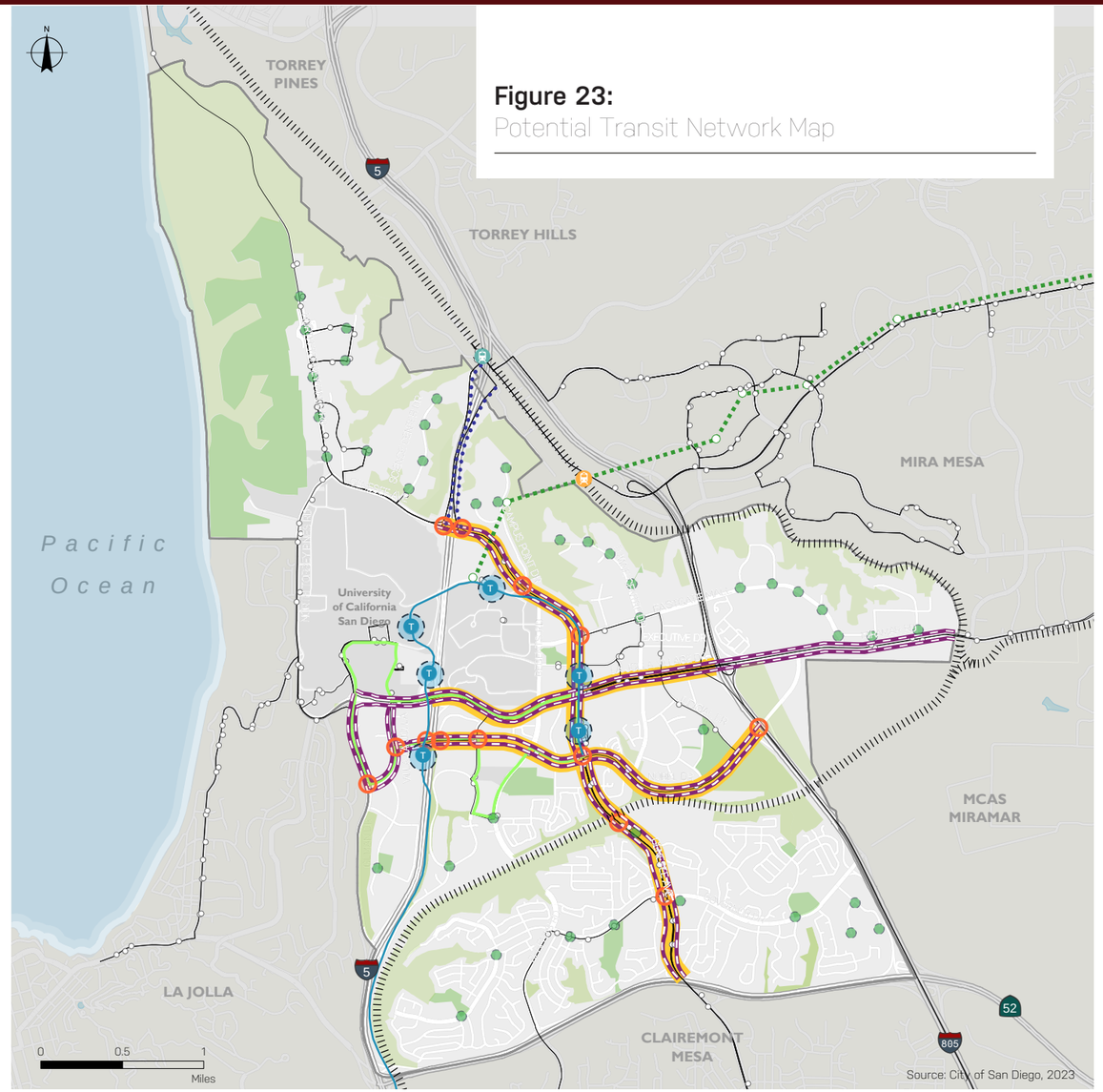
Existing Transit

- Mid-Coast Trolley Extension
- Trolley Station
- Coaster Station
- COASTER/Amtrak
- Existing Transit Route
- Bus Stop
- SuperLoop
- Existing Mobility Hub

Planned Improvements - as currently reflected in the RTP

- Managed Lanes
- Adaptive Signal Timing/Transit Signal Priority
- Next Gen Rapid
- Future Direct Access Ramp
- Future Purple Line Station
- Planned Mobility Hub

Figure 23:
Potential Transit Network Map



Existing Transit

- Mid-Coast Trolley Extension
- Trolley Station
- Coaster Station
- COASTER/Amtrak
- Existing Transit Route
- Bus Stop
- SuperLoop
- Existing Mobility Hub

Potential Improvements

- Aerial Skyway Alignment Options/Skyway Stops
- Proposed Coaster Station Relocation
- Micromobility Hub
- Bus On Shoulder
- Flexible Lane
- Adaptive Signal Timing/Transit Signal Priority
- SMART Corridor

Streets and Freeways

The University Community is primarily served by three freeways (I-805, I-5, SR 52), multiple interchanges, and regionally significant arterials that connect across the communities such as Genesee Avenue, La Jolla Village Drive, Nobel Drive, North Torrey Pines Road to name a few.

Streets and freeways are an important infrastructure of the University Community, as it provides a framework for transportation and connects different parts of the community. The University Community is considered urbanized, where the public right-of-way is fully constructed with streets and sidewalks. As the University Community focuses on increasing housing throughout the area, it is important for vehicular operations to work in tandem with other modes of transportation.

This Community Plan discusses which future street modifications will be needed to accommodate multi-modal transportation and create a more livable and sustainable community by creating a more complete and integrated transportation network that meets the diverse needs of its residents (See Figure 24 and Table 5 in the Implementation section of this Community Plan).

Planned street improvements focus on physically and operationally accommodating multiple modes on existing streets, rather than constructing new roads and widening of roads. Potential improvements such as SMART corridors with flexible lanes for transit vehicles, practice of transportation system management techniques, traffic calming measures, roundabouts throughout the community, and protected intersections are improvements that can help create more Complete Streets and achieve Vision Zero. Its implementation of such measures will help proactively manage congestion, reduce automobile dependence, and improve the experience of all road users.

Street improvements such as converting Executive Drive from four travel lanes to two travel lanes and providing a Pedestrian Promenade allows for maintaining the existing local vehicular access along Executive Drive while providing dedicated shared space to pedestrians, bicyclists, and other forms of micromobility along the pedestrian promenade. The Executive Drive Promenade could be used for local events, retail, and recreational opportunities that would serve the needs of the employment area as well as new residential development and the UC San Diego Long Range Development Plan (LRDP).

Other multimodal improvements include converting Nobel Drive from existing four travel lanes to two travel lanes and providing centerline Bus Only lanes and Class II bike lanes. While maintaining existing vehicular operations and capacity, the potential improvements along Nobel Drive will greatly benefit pedestrians, bicycles, transit users by improving access to La Jolla Village Square and the Nobel Drive Trolley Station.

Street and freeway facilities in the University Community.

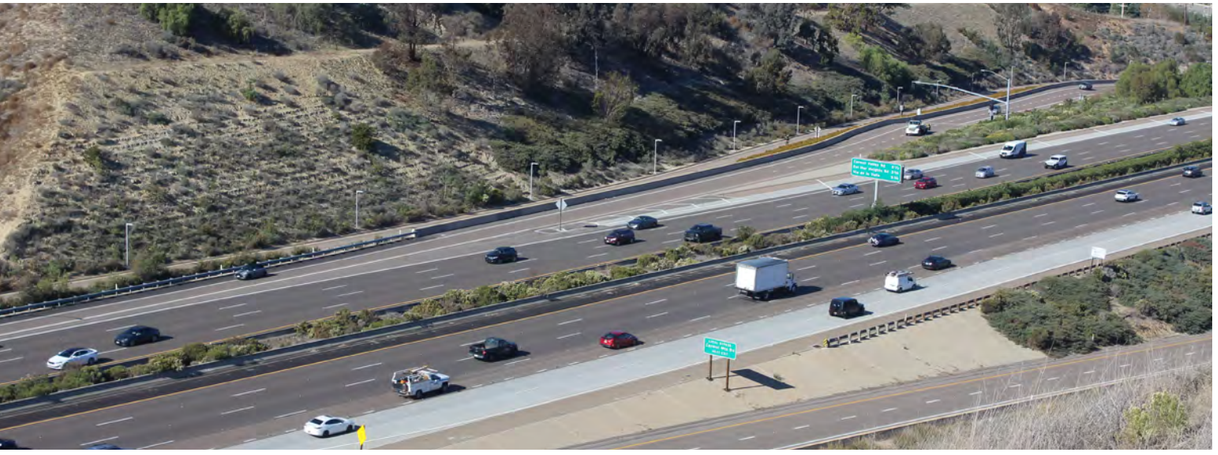
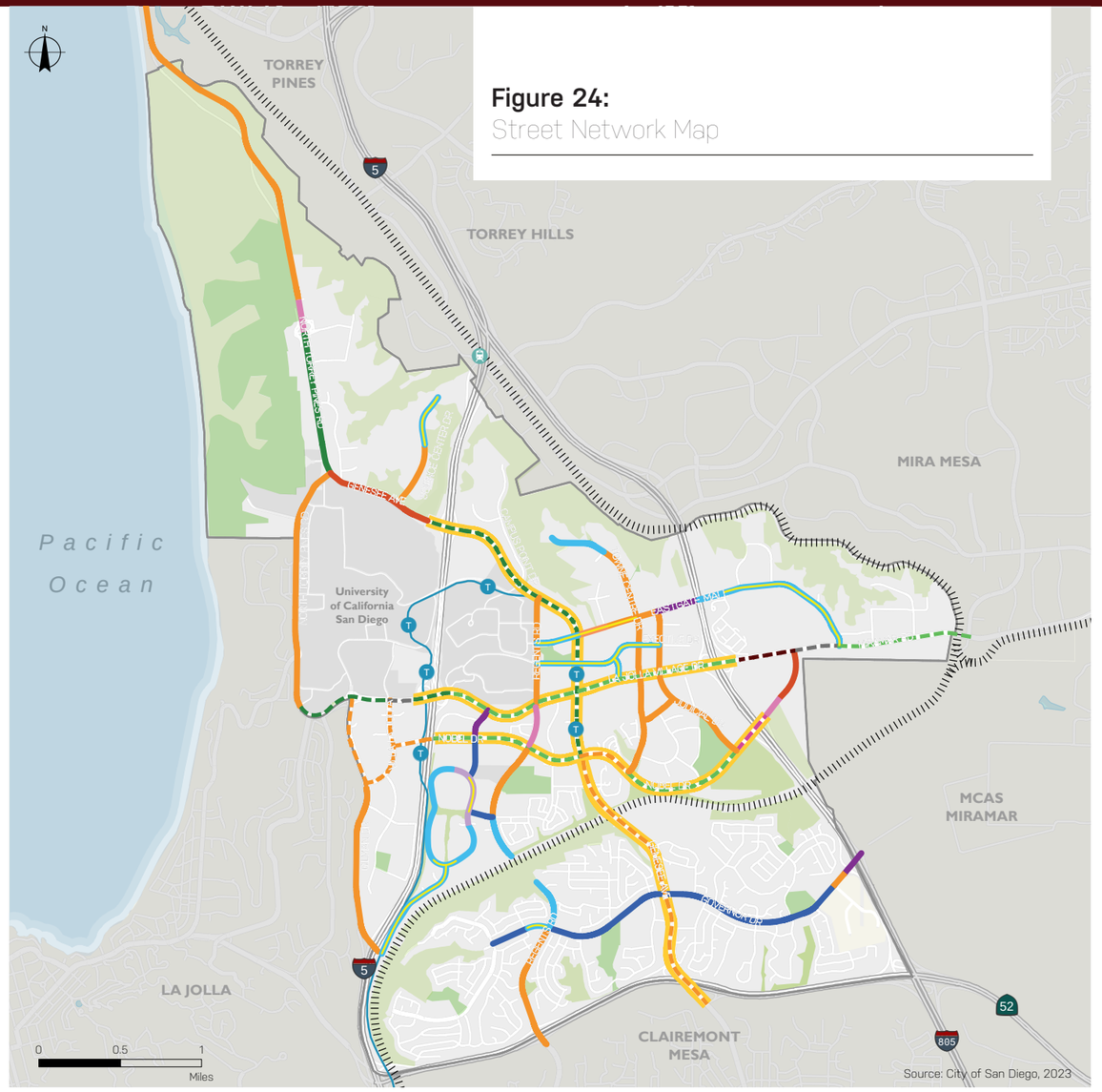


Figure 24:
Street Network Map



Planned Roadway Classification Network

- 2-Lane Collector
- 2-Lane Collector (w/ TWLTL)
- 2-Lane Major Arterial
- 3-Lane Collector
- 3-Lane Collector (w/ TWLTL)
- 3-Lane Major Arterial
- 4-Lane Collector (w/ TWLTL)
- 4-Lane Major Arterial
- 4-Lane Major Arterial (w/ flex lanes)
- 4-Lane Prime Arterial
- 5-Lane Major Arterial
- 5-Lane Major Arterial (w/ flex lanes)
- 6-Lane Major Arterial
- 6-Lane Prime Arterial
- 6-Lane Major Arterial (w/ flex lanes)
- 6-Lane Prime Arterial (w/ flex lanes)
- 7-Lane Prime Arterial (w/ flex lanes)
- 8-Lane Prime Arterial (w/ flex lanes)
- SMART Corridor

*TWLTWL: Two-Way Left Turn Lane

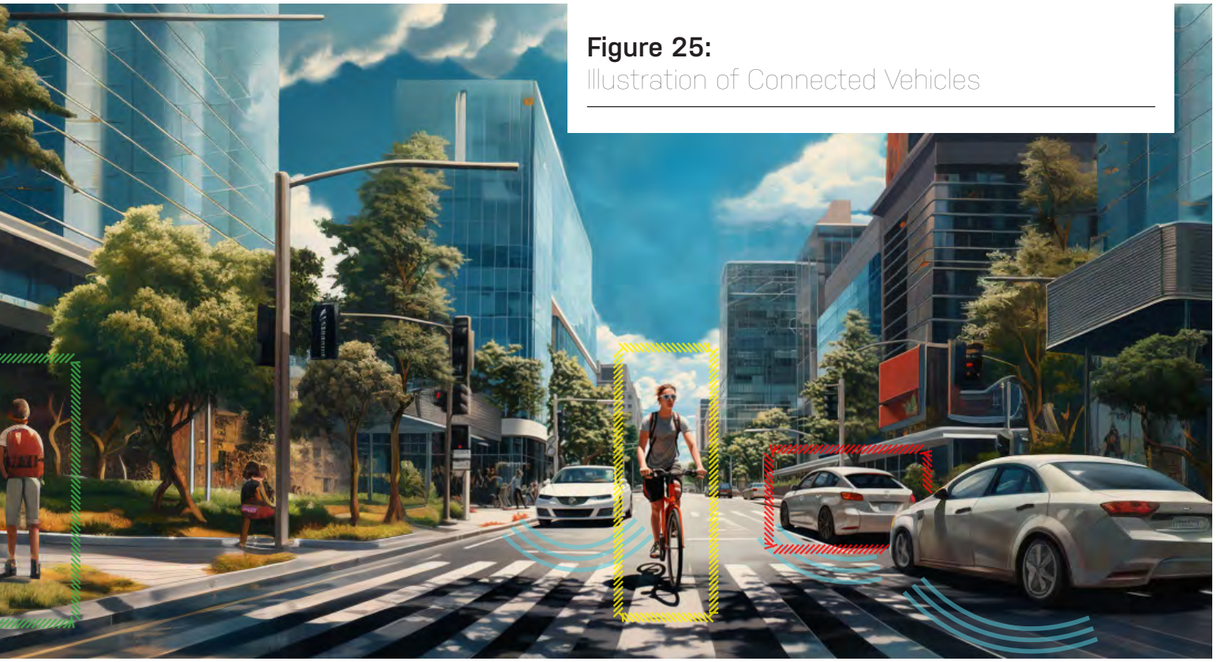


Figure 25:
Illustration of Connected Vehicles

Transportation Systems Management

Transportation systems management (TSM) refers to strategies and technologies used to improve the efficiency and safety of transportation systems, including roads, public transportation, and active transportation networks. TSM strategies can be used to reduce congestion, improve air quality, increase capacity, and improve the overall efficiency of transportation systems.

Trends within our transportation system, such as increased urbanization, demonstrate a growing demand for travel with less available funding and space to work with. TSM equips agencies with the means to enhance the efficiency and effectiveness of their existing assets and operations and allows them to optimize resources before considering further infrastructure investments. By adopting TSM solutions, agencies can achieve a significant return on investment.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) integrate technology to provide many benefits to the mobility network, including improved travel time, providing transit bypass methods, helping relay valuable traffic related information, and providing guidance to key destinations. ITS strategies include transit signal priority and adaptive traffic signal control in which traffic signal timing changes, or adapts, based on actual traffic demand. Other emerging technologies include high-speed communication networks to allow future connected vehicles and autonomous vehicles, and SMART corridors to communicate and share real-time data (see Figure 25).

Transportation Demand Management

Transportation Demand Management (TDM) refers to strategies, practices, and incentives aimed at reducing single occupant vehicle (SOV) trips and increasing the use of alternative modes of transportation. TDM measures can include subsidizing transit costs, organizing carpool and rideshare programs, providing secure storage areas for bicycles, and offering alternative work schedules. Additionally, convenient first-last mile transportation infrastructure such as a shuttle can encourage more people to use active transportation and transit.

Parking

The University Community typically accommodates parking through the primary use of off-street parking. In the commercial areas, off-street parking lots are provided for the adjacent uses. In residential areas, off-street parking is provided as well, with on-street parking sparingly used as overflow parking for residents and visitors. For on-street parking within the community, there are no designated residential permit parking areas, and time-restricted and metered parking is used infrequently.

Parking management strategies can reduce parking impacts. It can help to support a range of goals, such as promoting active transportation, improving air quality, reducing traffic congestion, and enhancing the livability and economic viability of a community. Implementing parking management strategies such as the park-once strategy, shared parking solutions, time-limited parking, and demand based parking can allow for a more efficient use of on-street parking spaces, increase turnover and parking availability. Parking management can play a significant role in achieving the goals and policies outlined in the Community Plan.

Community Parking Districts (CPD) are areas within the community that can be identified for reinvestment of revenues for comprehensive mobility solutions that provide for safe and enjoyable ways to move around. CPDs can be an effective parking management strategy to more effectively use the curb to more improve parking utilization, increase turnover, improve parking availability, reduce congestion, and enhance the visitor experience within a community. CPDs allow for a community-oriented approach to manage parking challenges in specific neighborhoods and help to identify comprehensive mobility solutions while contributing to a more livable and vibrant environment and promoting economic prosperity.

Due to the mixes of land uses and high demand for parking in certain areas of the community, the University Community could benefit from establishing a CPD to better manage on-street parking and curb space as well as to provide alternative mobility solutions that can help reduce congestion and improve the quality of life for residents and visitors.

It is important to consider the impacts of parking on communities and to strike a balance between the need for convenient parking and other benefits that result from conversion of on-street parking to transit or bicycle facilities.

Strategically-sited parking can help increase transit ridership.

Parks & Recreation

San Diegans take pride and pleasure in the active lifestyles afforded by the City's vast system of parks, recreation, and open space. These spaces play an important role in the physical, mental, social, and environmental health and well-being of the residents of the University Community. The Community Plan envisions a well-connected system of parks, recreational facilities, and open space that provide opportunities for passive and active recreation, social interaction, community gatherings, the enhancement of the public realm, and the protection of sensitive natural resources.

GOALS

- Expand park equity by meeting the needs of a broad range of users of all ages and abilities, including children and teenagers of all ages and genders, seniors, and person with disabilities.
- Increase recreational value by keeping pace with population growth through additional investments in existing parks, acquisition of additional available land for parks, and the additional new parks and public spaces as part of new private development projects.
- Maximize park access by strategically investing in existing parks and developing new parks and recreational facilities in/near urban villages and employment areas more widely accessible by transit and bicycle and pedestrian facilities.
- Improve overall park connectivity by linking population-based parks with resource-based parks and open space lands through a system of pedestrian paths, bikeways, and transit.
- Promote sustainability by utilizing "green technology" and other sustainable practices, such as "green streets" that double as pedestrian amenities and stormwater infrastructure.
- Protect, preserve, and restore natural areas and sensitive biological resources.
- Incorporate resiliency into parks and open space planning through implementation of conservation and landscape management strategies that address climate change.
- Establish an open space system that will utilize the terrain and natural drainage system to guide the form of urban development, enhance neighborhood identity, and separate incompatible land uses.

A large portion of the open space in the community has regional significance and attraction. The Torrey Pines mesa and coastal areas contain the Torrey Pines State Reserve and the Torrey Pines City Park and Golf Course. The beach, cliffs, native vegetation, and scenic views of the Pacific Ocean make these a one-of-a-kind City resource. The community's open space lands also form a critical part of the City's Multiple Habitat Planning Area (MHPA), including protected habitat and wildlife corridors for sensitive species.

As the University Community continues to grow, and with the addition of the Trolley, recreational areas and usable outdoor spaces will continue to be an important component of its vibrant and healthy public realm. The new and updated recreation facilities envisioned for the University Community will help to define the village areas and provide opportunities for exercise, social interaction, community events, and active transportation choices where they are needed the most.

Playscapes can be integrated in public spaces or privately-owned public space like this climbing structure at UTC Mall.

In many areas of the community a combination of urban pathways and parks will provide efficient and accessible ways to travel to destinations in the community. A network of tree canopy across public streets and public spaces makes walking pleasant and helps to reduce the urban heat island effect. Improvements to the built environment, open space, and trails in the University Community will give residents the opportunity to see nature and connect to places such as Rose Canyon Preserve.

With an increasing residential population, there is a greater demand for parks, facilities, and open spaces to serve the community. Recreation needs will be met with a variety of spaces that provide opportunities for active and passive recreation. One of the major components of this Community Plan is the provision of new linear parks and quality public spaces that offer people places to walk, bike, and play. This vision complements the City's conservation goals in the General Plan and Climate Action Plan. The desired outcome is an inviting pedestrian environment that addresses the community's recreation needs and conforms to all habitat conservation requirements.

Although the UC San Diego campus is not regulated by the Community Plan, it is an integral part of the community. Given the close physical, social and economic relationship of UC San Diego to the University Community, the recreation facilities should be integrated with those of the community. This Community Plan seeks to create a better recreation gateway between the campus and the community through the promenade planned for Executive Dr. as addressed in the Urban Design Chapter.

Park Implementation

The Park Master Plan envisions innovative and new methods of achieving new recreation opportunities in new and redeveloped residential and commercial developments. This chapter is intended to assist in the planning of new parks and the improvement of existing parks and recreational facilities, whether publicly dedicated or privately owned and maintained. It is also intended to assist development applicants in the design of projects that require the provision of new parks, with the purpose of ensuring that new parks and recreational facilities contribute to the community's vision. This chapter works in concert with the other chapters to comprehensively improve the quality of the public realm, which are public spaces that are accessible by everyone.

The combined Standley Aquatic Center and Swanson Memorial Swimming Pool provide the University Community opportunities for water-based recreation.

Development, Preservation, and Access

The system of parks and recreational facilities within the University Community is vast, ranging from community parks to mini parks. It also includes sports fields and aquatic centers. There are five use categories of parks, recreation, and open space, including:

- **Population-based Parks** (two typologies, as described in detail in the Parks Master Plan's, including Community and Neighborhood Parks, along with smaller Mini Parks and Pocket Parks), facilities and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. Other park typologies, such as linear parks, plazas, trailhead pocket parks, trails, or privately-owned public open spaces (POPOs), could satisfy the community's population-based park needs.
- **Regional Resource-based Parks** are located at, or centered on, notable natural or culturally significant features (preserves, canyons, habitats, and historic sites) and are intended to serve the citywide population, as well as visitors.
- **Open Space Canyons** are City-owned lands located throughout the City, consisting of canyons, mesas, and other landforms. This open space is intended to preserve and protect native plants and animals, while providing for compatible public access and enjoyment.
- **Joint-Use Parks** offer recreation during non-school hours in neighborhoods across the city where joint-use agreements exist with elementary schools, middle schools, high schools, and private development. Joint-use parks are used to satisfy a portion of the communities' population-based park requirements.
- **Recreation Centers** feature a wide array of recreation opportunities, including programmed events and activities for all ages and abilities.
- **Aquatics Complexes** offer youth and adult swimming and important learn-to-swim lessons. Low cost lifeguard training, water fitness, and aquatics team are supported.

Parks Master Plan Recreation Value-Based Park Standards

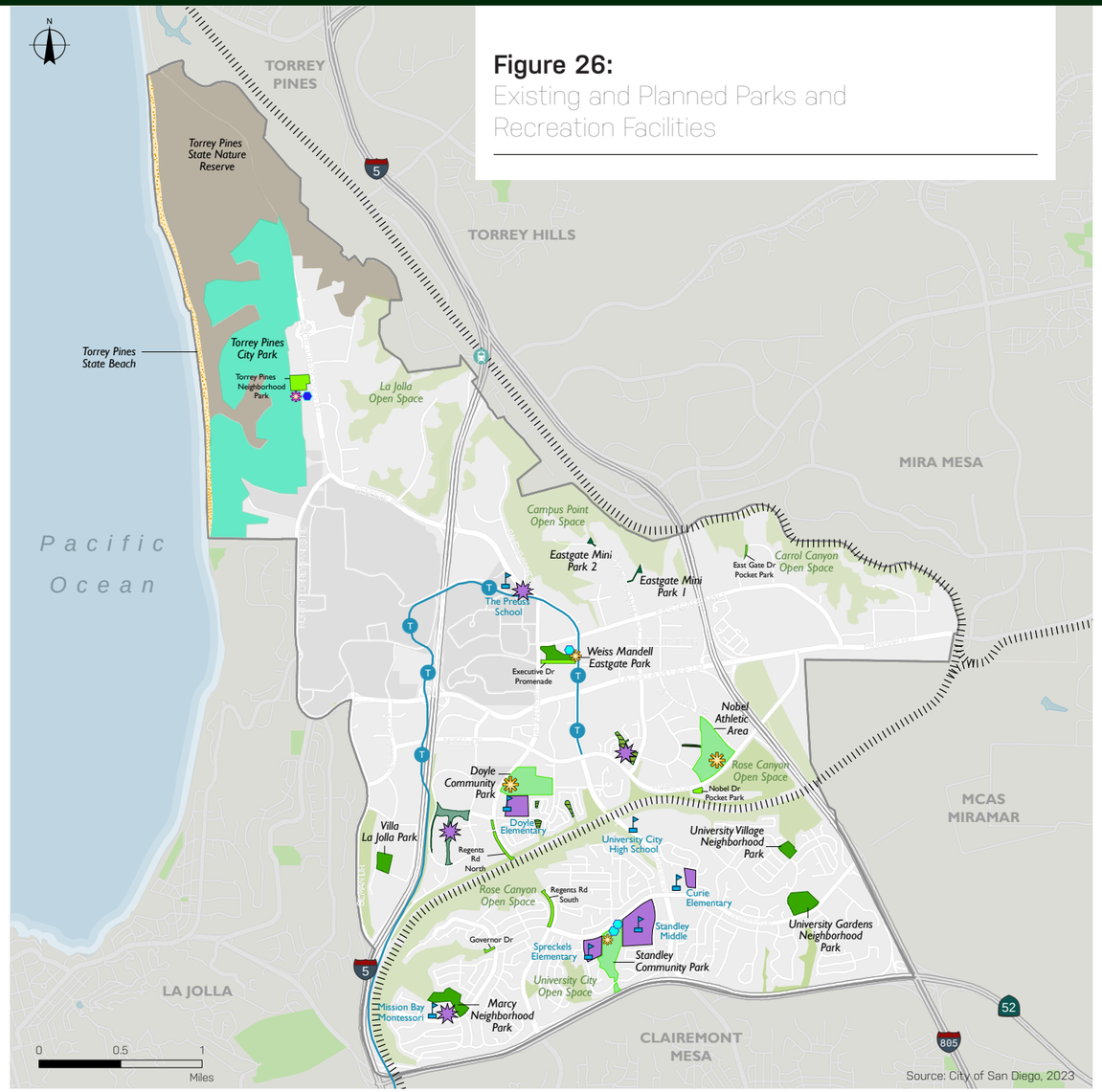
The Parks Master Plan transitions the City from a land-based standard to a recreational value-based standard. The Recreational Value-Based Park standard determines the value of parks in points based on features related to park size, recreational opportunities, access, amenities, activations, and overall value delivered. As an outcome-based measure, the standard recognizes the value of parks appropriate for diverse communities, from ball fields to pocket parks to trails. Refer to the Parks Master Plan for further information on recreational value scoring. For the University Community, points have been calculated for existing parks, estimated for planned facilities, and then compared to the Citywide standard of 100 points per 1,000 residents.

Planned Parks and Recreational Facilities

There will be a greater demand for recreational value as the University Community continues to grow. The Community Plan provides for the enhancement of existing parks to increase their recreational value, as well as the addition of new parks, either through the acquisition of public parkland, the redevelopment of City-owned sites and rights-of-way, or development in concert with new residential developments and improvements to the public realm. Collectively, these improvements will help support a more inviting pedestrian environment that offers people more places to walk, bike, play, and interact with each other.

Torrey Pines State Reserve and Torrey Pines City Park draw regional visitors. Whereas the publicly accessible, privately owned and maintained small parks in La Jolla Colony, Genesee Highland and Renaissance communities are suited in size and layout to serve the surrounding neighborhood. To meet the recreational needs of the University Community, a series of parks is planned to be implemented (as shown Figure 26). In tandem with this approach, development should strive to contribute to the recreational needs of the community by providing public parks on private property or as dedicated park lands.

Figure 26:
Existing and Planned Parks and Recreation Facilities



Additional public spaces, such as plazas, linear parks, and urban pathways, are planned for the Urban Villages and described in more detail in the Urban Design and Implementation chapters of this Community Plan. To increase value and use, the community's network of parks and recreational facilities should be well-connected by a variety of pathways (such as sidewalks, trails, and paseos, etc.), bikeways, and transit. In addition, parks should vary in programming and design, from off-leash dog areas to nature exploration playgrounds to cater to the diverse needs of the University Community's various members.

New Parks at Regents Road North and South, and Governor Drive

New parks on the excess right-of-way of both Regents Rd. and Governor Dr. will help bring the treasured natural environment of Rose Canyon up into the community. These three green-way projects could provide fitness circuit nature exploration playgrounds, educational signage, pedestrian and bike paths for families and children as well as providing scenic overlooks into the canyon while maintaining and improving existing trails and maintenance access. They also provide an excellent opportunity to educate the public on the native plants and animals that need the canyon to thrive and survive.

The greenways not only add new acres of park space and paths but remove acres of asphalt and dirt, repurposing the area into a more sustainable environment of native plants and trees. The greenways are also envisioned to capture storm water runoff to be treated using nature-based solutions before the water can runoff in the canyon, Implementation of the greenways will also reduce heat gain, which follows the Climate Action Plan.

Current → Future

Regents Road North (above) & South (below)

Current → Future

Governor Drive

New Parks in Urban Villages

As new housing and other development occurs with the Urban Villages of the University Community, new parks and park amenities will be required of new developments for public use either on private property or along public rights-of-way. These spaces may remain as privately-owned public open spaces or may be dedicated as public parkland. The character of these park elements can range from expansive lawns with walkways similar to those found at La Jolla Colony Park and Montrose Park, or more urban amenities like the children's play area at UTC. Amenities offering public access and recreational opportunities that meet the criteria of the Parks Master Plan can be eligible for park credits.

Linear Parks and Promenades

Linear parks and promenades, such as Executive Drive, with park amenities along the rights-of-way are planned to provide an inviting pedestrian environment while simultaneously addressing the community's walkability. Linear parks and recreational spaces are planned to coordinate with the Mobility Section. The parks system is closely linked to the community's pedestrian and bicycle networks. The combination of facilities provides multiple benefits and encourages both recreation and active transportation throughout the community. Through protected bicycle facilities, multi-use paths, shade trees, signage, art, recreation facilities, and sidewalks designed for people of all ages and abilities, there is a choice to cycle and walk as a preferred travel mode.

Privately-maintained park space can be added to the University Community through public-access easements.

Example of an urban promenade.

Promenades should include activities for people of all ages to enjoy.

Trails, Overlooks, and Trailhead Pocket Parks

This Community Plan encourages people of all ages to engage in their surroundings. The network of trails within the University Community offers connections to its open space lands and other recreational opportunities. Future parks, amenities, and overlooks are proposed to complement the existing trail network as shown in Figure 27.

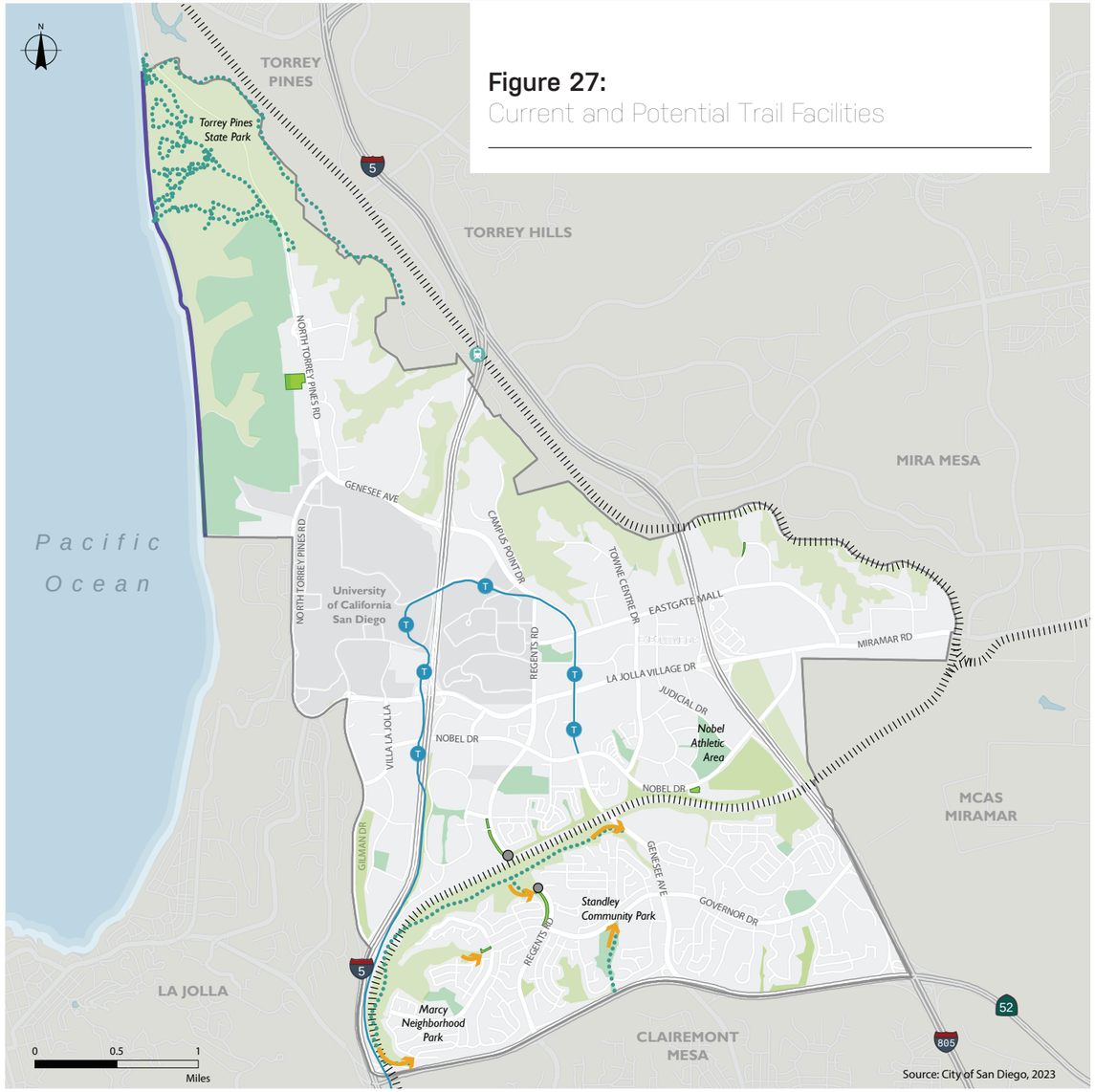
Trails and overlooks offer a myriad of benefits. They allow people to enjoy views and learn about the region's diverse natural resources, while serving as active links between recreational spaces. Where feasible, interpretive signage and wayfinding elements should be incorporated at overlooks and along trails and at trailhead pocket parks to educate the public on the unique natural history and value of open spaces within the University Community. In general, trails and overlooks should facilitate safe, comfortable, and accessible pedestrian travel and should incorporate a variety of enhancements, such as stamped pavement or vehicular-rated unit paves in crosswalks, consistently shaded sidewalks, benches for rest, interpretive and wayfinding features, Tribal cultural elements, artistic sidewalk etchings, and signage to mark distances and destination. Overlooks should be protected by railings to protect the public and are to be enhanced by a viewing structure designed to elevate visitors above the surrounding terrain or trees in order to offer panoramic views.

Note that trails and recreation on lands subject to the Multi-Habitat Planning Areas (MHPA) should comply with the Multiple Species Conservation Program (MSCP) for compatibility. For adjacent areas not deemed sensitive, there are opportunities to improve existing trail systems and pedestrian connections for public use to better promote active and passive recreation. However, development not in compliance with MHPA policies is not allowed within the MHPA (refer to the Parks Master Plan section on Conservation, Sustainability, and Resilience Policies for more information).

The canyons in the University Community offer passive open space recreation in designated areas.

Canyon overlooks provide opportunities for interpretive programs.

Figure 27:
Current and Potential Trail Facilities



Possible Overlook

Existing Trailhead

Future Parks and Recreational Amenities

Existing Formal Trail

Publicly Accessible Shoreline

Joint-Use Facilities

The City's ongoing implementation of the joint-use Play All Day Program plans to add over 45 new joint-use recreational facilities. The joint-use agreements exist with elementary schools, middle schools, high schools, church facilities and private development. Joint-use parks are used to satisfy a portion of the communities' park requirements. The joint use program allows for the shared use of public facilities and resources. The program fills an essential gap in addressing the City's need for more parkland and additional recreational opportunities in our communities, particularly in the older urbanized communities where there is little available land for new parks. The program also advances the San Diego Unified School District's goal to develop quality schools in every neighborhood that provide resources and support the needs of the communities that they serve.

The University Community currently has four joint-use agreements with the San Diego Unified School District; Standley Middle School, Curie Elementary School, John D. Spreckels Elementary School and Doyle Elementary School. Each joint-use site is unique and has different constraints and opportunities. Some joint-use facilities typically include turfed multi-purpose fields, walking track, paved hardcourts, exercise equipment, group seating, playground equipment, and off-street parking.

Privately Owned Parks and Recreation Spaces

Private associations, in many cases, maintain private parks, playgrounds, open space, and private trails, such as at the Genesee Highlands Park and La Jolla Colony. However, most open space areas, natural canyons, and natural slopes are maintained by the City. Within these areas are designated open space through the MHPA, as well as adjacent areas that are not deemed sensitive that could provide active and passive recreation. Trail systems, parks and pedestrian connections could be upgraded for public use; however, no development is allowed in the MHPA.

UC San Diego

UC San Diego manages over 100 recreation facilities on campus. The recreation department provides maintenance, scheduling and staff organizations, for the student on and off campus community. The facilities include gymnasiums, tennis courts, indoor and outdoor pools, basketball courts climbing wall, playing fields and other facilities that are subsidized to all students. Future growth at UC San Diego is anticipated to be complemented by increases in areas on campus dedicated for recreation.

Kids enjoying the ballfield at John D. Spreckles Elementary School joint-use facility.

Many privately-owned park areas within the University Community are publicly-accessible.

UC San Diego provides a wide variety of recreation facilities to serve the needs of their students, many of whom live off-campus within the University Community.

Existing and Projected – Recreation Value Points Parks and Population Based Recreation Facilities

The University Community could attain a projected population estimated at 129,566 people. The community should have access to enjoyable parks, recreational centers, and aquatic complexes as described below and in Table 7 within the Implementation section of this plan:

- Parks: To meet the guidelines for a minimum of 100 Recreation Value-Base points per 1,000 residents, the University Community's projected population of approximately 129,566 people results in a need for approximately 12,957 Recreational Value Points to meet General Plan park standards.
- Recreation Center: To meet the guidelines for a minimum of 17,000 square feet per 25,000 residents, the University Community's projected population results in the need for approximately 98,000 square feet of recreation center building space to meet General Plan standards (1 recreation center per 25,000 residents.) The need is the equivalent of 5.7 recreation centers sized at 17,000 square feet each.
- Aquatic Complex: An aquatic complex serves a population of 50,000. To meet the aquatic complex guidelines, the University Community's projected population results in the need for approximately 2.8 aquatic complexes to meet the General Plan standard.

Hiking trails within local canyons greatly contribute to the University Community's identity.

New and Improved Park and Recreation Facilities Identified

Aquatic Centers
2 New 2 Improved

Recreation Centers
2 New 2 Improved

Neighborhood Parks
1 New 5 Improved

Community Parks
3 Improved

Mini parks, Pocket Parks, & Promenades
8 New 3 Improved

Joint Use Facilities
2 New 5 Improved

Open Space & Conservation

The resources in the University Community are both abundant and highly valuable, due in part to the area's variable topography, undeveloped open spaces and location near the ocean and other water sources. The preservation and enhancement of these resources contributes to the attractiveness and interest of the community. The resources can also have regional and even national significance. For these reasons, the conservation and preservation of the community's resources should be an integral part of future development.

GOALS

- Preservation and enhancement of biologically diverse ecosystems and improved viability of endangered, threatened and sensitive species and their habitats.
- Preservation and enhancement of wetland resources, including estuarine and coastal waters, creeks, bays, riparian wetlands and vernal pools, to provide ecosystem functions and services, wildlife habitat, water quality improvement, carbon sequestration, and resilience to climate change.
- Protection, enhancement and long-term management of an open space system that preserves canyonlands, habitat, and sensitive biological resources.
- Development patterns that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water and help the city meet its climate action goals.
- Sustainable design that reduces greenhouse gas emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and storm-water management.
- Opportunities for compatible public access to open space, including portions of the MHPA, through low impact passive recreation, scenic overlooks, environmental education and research.

Conservation Planning

The City actively works to preserve a network of habitat and open space, in order to protect species and ecosystems that improve our quality of life through Biodiverse SD. This program was developed by the City in cooperation with wildlife agencies, property owners, developers, and environmental groups. Biodiverse SD delineates core biological resource areas and corridors targeted for conservation.

Multiple Species Conservation Program

The Multiple Species Conservation Program Subarea Plan (MSCP) was developed to preserve a network of habitat and open space and enhance the region's quality of life. The MSCP covers core biological resource areas that support a high concentration of sensitive plants and animals. These core areas are identified as the City's Multi-Habitat Planning Area (MHPA). The MHPA is the area within the City from which the permanent MSCP preserve is assembled and managed for its biological resources. For areas within the University Community that are designated and protected as part of the citywide MHPA or adjacent to the MHPA, MSCP compliance is required. Furthermore, this Community Plan supports the MSCP through its open space and sensitive resource policies for protection of open space and habitat areas.

In order to ensure the long-term habitat conservation plan for the 85 Covered Species and preserve the natural vegetation communities, only limited development may occur within the MHPA. The goal of protecting these areas is to conserve this land in perpetuity and protect the region's biodiversity, including endangered species like the California gnatcatcher and other species of concern unique to San Diego such as the western burrowing owl.

Vernal Pool Habitat Conservation Plan

The City's Vernal Pool Habitat Conservation Plan (VPHCP) includes an effective framework to protect, enhance, and restore vernal pool resources (i.e., seasonal pools of water that provide habitat for distinctive plants and animals). The VPHCP's conservation areas expand upon the City's existing MHPA preserve area to enable future conservation of additional lands with vernal pool resources.

Projects are reviewed for consistency with the conservation goals outlined in the VPHCP and the permitting process for impacts to threatened and endangered species associated with vernal pools. The University Community is predominantly developed, but some vernal pools remain on isolated parcels throughout the community. Policies related to the protection, preservation, and permanent management of vernal pool resources in the Community Plan and other long-term plans help maintain vernal pool resources.

Natural Resources

The natural resources in the community consist primarily of topographic features, such as hillsides and bluffs, biological resources and fossil remains. Imported resources include energy and water supplies. The University Community does not possess any significant agricultural land, mineral deposits or sources of sand and gravel.

Topographic Features

The canyons, hillsides, bluffs and other unique landforms provide visual amenities which separate and define urban areas and impart a unique character to the community. The area's steepest slopes occur along the coastline, on the south side of Sorrento Valley and along the southern slopes of Rose Canyon and San Clemente Canyon. The bluffs along the coast at the Torrey Pines State Reserve and Torrey Pines City Park provide spectacular views. These bluffs, together with the coastal canyons and distinct vegetation, constitute a regional resource of great value. In addition, the wide valley floors and adjacent hillsides of Rose Canyon and San Clemente Canyon provide a unique character to the adjacent neighborhoods and to the community as a whole.

Biology

The area's biological resources coincide with the areas of topographic interest. Rose Canyon and San Clemente Canyon contain riparian vegetation, consisting of oak and sycamore trees with associated undergrowth. The north-facing canyon slopes are vegetated with dense stands of chaparral while more open vegetation and grasslands occur on the drier, south-facing slopes. Similarly, the hillsides along Sorrento Valley contain valuable stands of native vegetation. Areas near Eastgate Mall east of I-805 contain some vernal pool resources.

The Torrey Pines mesa, coastal canyons and bluffs as well as the slopes and mesas bordering Peñasquitos Lagoon contain a unique assemblage of plant species. The Torrey Pine tree is endemic to California and is considered to be an important native resource for both aesthetic and biological reasons. In addition, many other sensitive plant species occur in the area. A variety of vegetation associations are located here, including several types of native chaparral associations, coastal sage scrub and inland sage scrub. See Figure 28 for some example wildlife.

Figure 28: Native Wildlife in the University Community

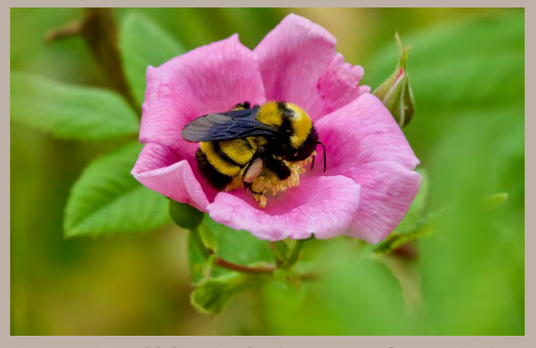
San Diego is a global diversity hot spot. MSCP lands and other conserved open space in the University Community include some of the rarest ecosystems on earth, including coastal sage scrub, maritime chaparral, Torrey Pine forest, wetlands, and vernal pools. These lands provide not only habitat for plants and animals, but also wildlife corridors, allowing wildlife to move from one area to another in search of food and mates.

California Gnatcatcher in Rose Canyon

Rose Canyon and other protected natural areas in the plan area are part of San Diego's Multiple Species Conservation Program (MSCP), a landmark habitat preserve established to prevent the extinction of many species, including this Federally threatened bird.

Western Tanager Stopping Over in Rose Canyon on its Spring Migration

The University Community is located on the Pacific Flyway. Its MSCP and other undeveloped lands provide habitat for migrating birds to stop to rest and forage for food. Western tanagers migrate thousands of miles from Mexico and Central America to the northern US and Canada.



Sonoran Bumblebee Gathering Nectar from a Native California Wild Rose in Rose Canyon

San Diego County is home to over 600 species of native bees, the highest diversity of native bees in the continental United States. Several hundred species of native pollinators make their home in the University Community. Like many other native animals and plants, they face threats from habitat loss and climate change.

West Coast Lady Butterfly on Native California Buckwheat in Rose Canyon

This beautiful butterfly is among the many native pollinators that the area's protected MSCP and other open space lands provide homes for. Many native pollinators depend exclusively on specific plants.

Special thank you to Karen Straus and Deborah Knight for the photos and captions (University Community residents)

Coastal Resources

The University Community includes over 14,000 feet of shoreline, most of which consists of a sandy beach bordered by sheer cliffs or relatively undisturbed coastal canyons. The City of San Diego owns a 1,000-foot-long strip of beach, located below the southern portion of the Torrey Pines City Park. The remainder of the beach area within the community is owned by the State of California as part of the Torrey Pines State Reserve.

Beach access is currently available from a parking area north of the State Reserve along North Torrey Pines Road. Pedestrian and emergency vehicle access is also available by means of a paved road owned by the University of California, located in Black Canyon off La Jolla Farms Road. Additionally, pedestrians have been reaching the beach area by following trails down the cliffs and canyons at the Torrey Pines City Park and, to a lesser degree, at the Torrey Pines State Reserve.

Paleontology

Recovery of fossil remains can aid in the documentation of the last 150 million years of Earth's history. Several areas within the City contain accessible paleontological resources. Although no specific areas within the University Community are known to have produced significant paleontological resources, the community contains several geological rock units that have recognized resource potential. The lack of significant finds in the community thus far may be due to the relative lack of disturbance of the formations in which fossil resources occur.

In the University Community, the most abundant geologic formations containing fossils include the Scripps Formation and Ardath Shale. The Scripps Formation includes marine sediments and has a "medium" resource potential. The Ardath Shale contains some important marine invertebrate fossils and the resource potential is considered to be "medium to high." The Bay Point Formation and Stadium Conglomerate occur near the future surface in a few isolated locations in the planning area, and these geologic units have a "low to medium" resource potential.

The Scripps Formation and Ardath Shale are relatively common near the surface of the major slopes in the University Community. These formations occur along the coastline, on the slopes bordering San Clemente and Rose Canyons and on adjacent finger canyons. Most of the Villa La Jolla area and slopes bordering I-5 also have these geologic formations near the ground surface.

Open Space

The open space in the University Community Planning Area serves primarily three functions: the preservation of topographic or biotic resources and habitats for resident and migratory birds, the provision of outlets for passive recreation and the protection of public health and safety. The University Community Planning Area is wholly within the Penasquitos watershed, and three tributaries of this watershed including Rose Creek, Carrol Creek, and San Clemente Creek convey stormwater runoff through the University Community before ultimately draining into Mission Bay. The community possesses a varied and largely undeveloped topography, which provides the opportunity to develop an outstanding open space system.

Regional and Resource-Based Open Space

Much of the open space in the community has a regional significance and attraction. The Torrey Pines mesa and coastal area contains the Torrey Pines State Reserve and the Torrey Pines City Park. The pristine beach, sheer cliffs, native vegetation and scenic views of the Pacific Ocean make this an area of outstanding beauty. Rose Canyon and San Clemente Canyon are also considered regional resources.

Torrey Pines State Reserve consists of approximately 1,100 acres on the northern edge of the community plan area. The reserve contains a variety of landforms and habitats including a beach, coastal bluffs and canyons, mesas and a portion of an estuary. The primary function of the reserve is to preserve natural resources, most notably the Torrey pine tree, but also maritime scrub vegetation, native animal species, coastal aquatic habitat, and major geologic landforms. Most of the reserve is located within the community plan area on both sides of North Torrey Pines Road. The hiking trails, scenic vistas and beach provide recreational opportunities for the region.

Torrey Pines State Reserve uses a collection of interconnected paths to offer recreation opportunities while also protecting fragile ecosystems.

Torrey Pines City Park

The Torrey Pines City Park consists of 434 acres of land south of the State Reserve. The park includes a 1,000-foot-long strip of City beach, also known as Black's Beach, coastal bluffs, two coastal canyons and a section of mesa top. The park is generally undeveloped but includes the Torrey Pines Gliderport which is within the boundary of the National Register of Historic Places.

Rose Canyon

Rose Canyon consists of a well-defined valley floor bordered on the south by steep slopes. Vegetation in the canyon includes mature sycamore and oak trees and other riparian vegetation in the valley bottom, native chaparral species, particularly on the north-facing slopes, and grasses. The steep slopes and pronounced valley floor are important scenic assets to the community.

San Clemente Canyon

San Clemente Canyon consists of a fairly broad floodplain and steep slopes. Dense stands of mature oak and sycamore trees make this canyon particularly valuable for its native riparian habitat and associated fauna. Approximately 467 acres are owned by the City of San Diego comprising the partially developed Marian R. Bear Memorial Park. Park development has been restricted to a few parking lots, picnic tables, restroom facilities and a hiking trail. Several branches of San Clemente Canyon extend to the north and three branches in the University Community are currently preserved as open space by easement. A branch of the canyon also extends into Standley Community Park. Although not within the boundary of the community, San Clemente Canyon remains a major open space resource for the University Community.

Sorrento Valley and Soledad Canyon

The hillsides and canyons along Sorrento Valley and Soledad Canyon form a natural northern boundary to the community. Some of these slopes contain dense stands of native chaparral, while other sections have been disturbed and are vegetated primarily with grasses. This scenic system of slopes preserves native species and natural topography, has value in identifying and separating communities, and serves as a scenic resource. Portions of this area are affected by the noise and safety impacts from MCAS Miramar.

UC San Diego Open Space

The UC San Diego campus, although not within the jurisdiction of the City, contains approximately 335 acres of open space preserve which provides an integrated system of open spaces and contributes significantly to the campus' identity and character. Most of the open space preserve is located on the south side of Genesee, west of I-5 and adjacent to open space slopes along I-5 and adjacent to open space slopes along I-5 and Sorrento Valley.

Other Open Space Areas

Several open space areas are interspersed throughout the community, primarily in the form of easements or private open space in planned residential developments. The slopes on the east side of Gilman Drive are preserved as open space by easement and provide a scenic entrance to this part of the community from I-5 and Sorrento Valley.

The land in Federal Government ownership within the community plan area is currently vacant and public access is not authorized on any parcels owned by the federal government. It is anticipated that much of this land will remain in open space because of the noise and safety impacts from MCAS Miramar activities. In addition, some of the land north of Eastgate Mall and east of I-805 will remain undeveloped because of Federal Government easements limiting coverage to 25 percent, as well as steep hillsides and other environmental factors.

Resource Protection

While most development in the University Community has taken shape on the flat mesa area, the community is part of San Diego's larger system of scenic canyons. Various canyons, such as Rose Canyon and Soledad Canyons for example, define the community's boundaries and extend into and around neighborhoods and employment areas. Most of the community's open space areas, inclusive of natural canyons and natural slopes, is located in the MHPA, the City's planned habitat preserve within the MSCP Subarea. Within the MHPA, development is limited to protect and ensure the viability of covered species, as well as to preserve a network of open space and habitat in San Diego. In some cases, private homeowner associations are responsible for maintaining and managing portions of the community's various open spaces.

The topography within the University Community ranges from the lowest elevation, which is approximately two (2) feet above mean sea level and is located in the far northwestern corner of the plan area in Torrey Pines State Reserve to the highest elevation, which is approximately 450 feet above mean sea level in the northern portion of the plan area, east of Torrey Pines Golf Course and east of North Torrey Pines Road. The topography within the community is highly varied and includes coastal bluffs within the Torrey Pines State Reserve and Torrey Pines City Park; canyons, including Rose Canyon, Soledad Canyon, and Sorrento Valley; rolling topography and mesa tops in the vicinity of University Towne Centre, where side canyons and rounded ridges transition from the more major canyons to the mesa tops that are generally located along La Jolla Village Drive, north of University Towne Centre, and north of UC San Diego.

The approximately 8,676-acre University Community area supports a variety of vegetation communities and land cover types in its open space including both upland and wetland vegetation communities. The majority of these open space areas are subject to compliance with the City's MSCP Subarea Plan where preservation balances the protection of natural resources with the allowance of public passive recreation. Upland vegetation communities within the plan area include Torrey pine forest, southern coastal bluff scrub, maritime succulent scrub, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, southern maritime chaparral, scrub oak chaparral, and non-native grassland. Wetland vegetation communities that occur within the community include southern riparian forest, southern coast live oak riparian forest, southern sycamore-alder riparian woodland, southern riparian scrub, southern willow scrub, and vernal pools.

These vegetation communities support a broad range of plant and animal species that are considered rare, endangered or threatened by the federal and state wildlife agencies or are MSCP covered species. Examples of sensitive plant species include Shaw's agave, San Diego goldenstar, Del Mar manzanita, wart-stemmed ceanothus, and San Diego button-celery to name a few. Examples of sensitive wildlife species within the plan area include coastal California gnatcatcher, Cooper's hawk, Belding's orange-throated whiptail, southern mule deer, and San Diego fairy shrimp.

Impacts to biological resources within the community must comply with City's Land Development Code Environmentally Sensitive Lands (ESL) Regulations. The purpose of the ESL regulations is to "protect, preserve, and, where damaged restore, the environmentally sensitive lands of San Diego and the viability of the species supported by those lands." Environmentally sensitive lands are defined to include sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and 100-year floodplains.

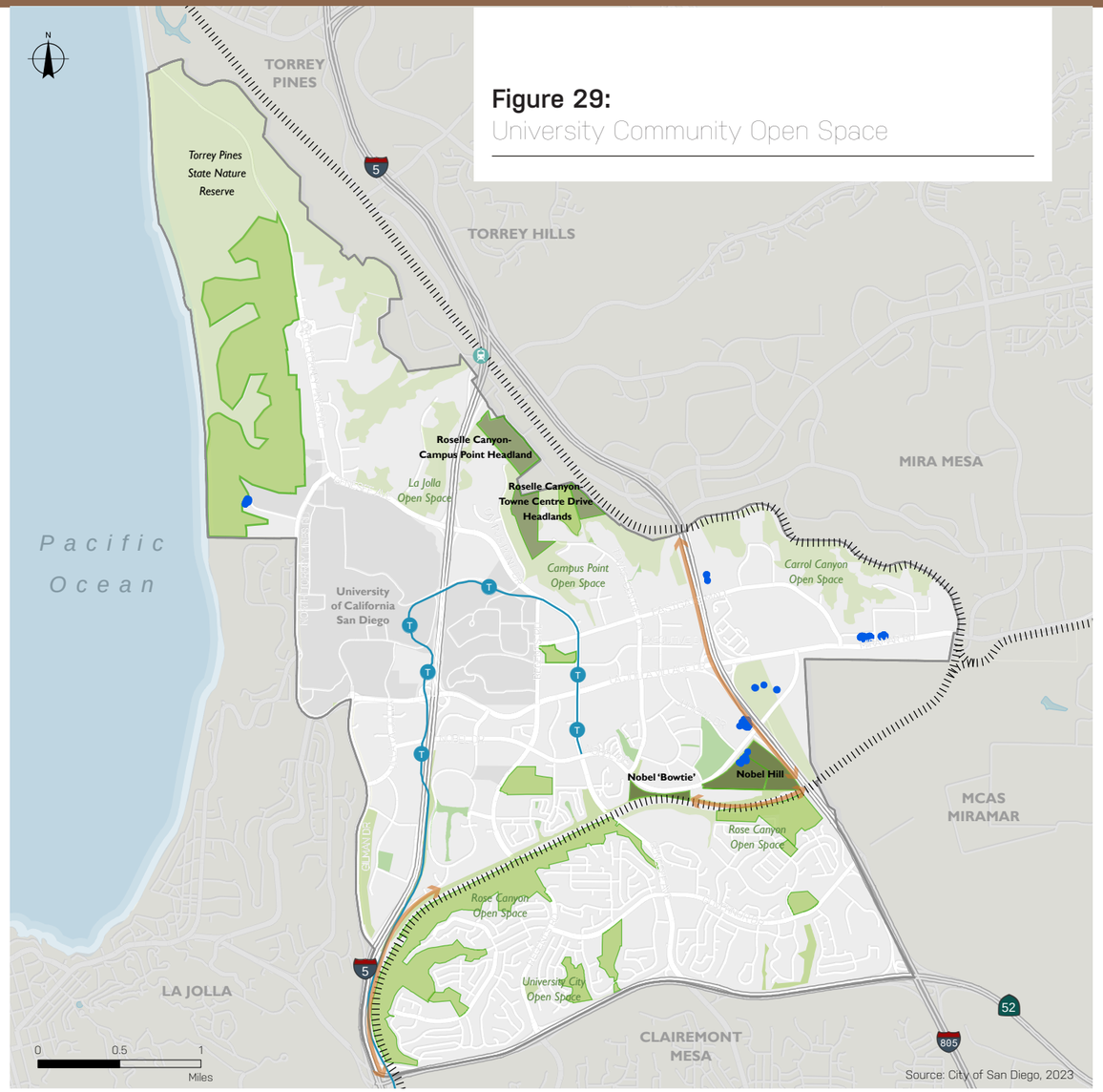
The ESL regulations restrict development within the MHPA, including required impact avoidance areas around raptor nesting locations (specifically, Cooper's hawk, golden eagle, burrowing owl, and northern harrier, and known locations of coastal California gnatcatcher and southwestern pond turtle. The ESL regulations also impose seasonal restrictions on grading where development may impact avian species such as, coastal California gnatcatcher, least Bell's vireo, southwestern willow flycatcher, tricolored blackbird, coastal cactus wren, and western snowy plover.

Open Space Dedications

With the adoption of this Community Plan and City Council concurrence, several city-owned properties will be dedicated as open space pursuant to Charter Section 55 (see Figure 29). Lands so dedicated shall not be used for any other purposes without having been first authorized or later ratified by a vote of two-thirds of the qualified electors of the City voting at an election for such purpose. The Nobel Hill and Nobel "bowtie" properties are located just north of Rose Canyon. These two additions would provide a continuous connection of MHPA lands through Rose Canyon connecting existing city-owned open space and private open space easements. The Roselle Canyon and Sorrento Headlands properties are located north of Genesee Avenue, east of I-5 and west of I-805 before the merge. These properties are part of a larger continuous open space system under conservation in both public and private ownership.

Development adjacent to open space must respect the needs of local wildlife.

Figure 29:
University Community Open Space



Parks

Designated Open Space

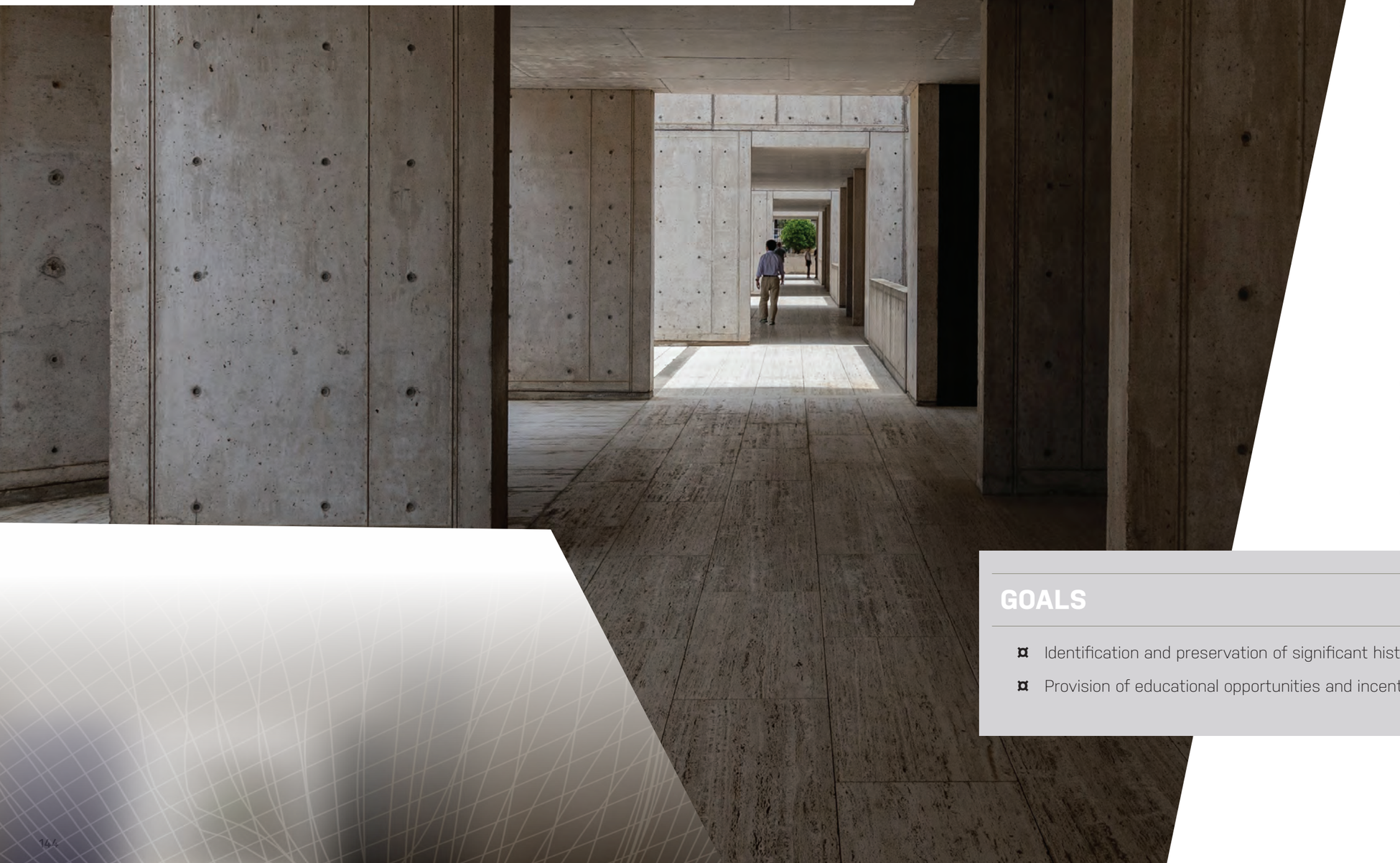
Dedicated Open Space

Dedicated Open Space (proposed subject to City Council action)

Vernal Pools

MSCP Core Biological Resource Area Corridor

Historic Preservation



Historic Preservation is guided by the General Plan for the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City. This element is based upon review of issues and trends facing the University Community and provides corresponding strategies to implement community historic preservation goals. By tracing and preserving its past, the community can gain a clear sense of the process by which it achieved its present form and substance, and develop strategies to appreciate local history and culture, enhance the quality of the built environment, and contribute to economic vitality through historic preservation.

This element provides a summary of the prehistory and history of the community and establishes policies to support the identification and preservation of its historical, archaeological, and tribal cultural resources. More detailed historical narratives are provided within a Historic Context Statement, Historical Resource Reconnaissance Survey and a Cultural Resources Report, which were prepared to assist property owners, developers, consultants, community members, and City staff in the identification and preservation of historical, archaeological, and tribal cultural resources within the University Community Planning Area.

This Community Plan envisions a quality built and natural environment enriched by the identification and preservation of significant historical resources within the community. It is also the intent of this element to improve the quality of the built environment, encourage the appreciation for the City's history and culture, maintain the character and identity of the community, and contribute to the City's economic vitality through historic preservation.

GOALS

- Identification and preservation of significant historical resources in the University Community.
- Provision of educational opportunities and incentives related to historical resources.

Pre-Historic and Historic Context

The community's formative development history is encapsulated by a series of development periods and themes including association with San Diego's pueblo lands, the military, notable institutions, and a suburban residential and business expansion boom.

Tribal Cultural History (Pre-European Contact)

There are several prehistoric periods from circa 8,600 years Before Present that archaeologists believe reflect human occupation within San Diego County, and, an ethnohistoric period of events, traditional cultural practices and spiritual beliefs of Native American groups recorded from the post-European contact era. Two Native American groups are described from the ethnohistoric period as inhabiting San Diego County: the Luiseño and the Kumeyaay. The University Community is located within the traditional and unceded territory of the Kumeyaay.

The Yuman-speaking Kumeyaay traditionally were organized into bands and lived in semi-sedentary, politically autonomous villages often near river valleys and along the shoreline of coastal estuaries in southern San Diego and southwestern Imperial counties, and northern Baja California, Mexico. Houses were made with tule of California bulrush. Subsistence cycles were seasonal and generally focused on an east-west or coast-to-desert route based around the availability of vegetal foods, while hunting and shellfish harvesting added a secondary food source to gathering practices. Prior to Spanish colonization in the 1700s, Native American aboriginal lifeways continued to exist, and archaeological records show that the planning area would have been used for procurement of natural plant and animal resources. The canyons and drainages would have provided sources of fresh water and travel routes between inland and coastal settlements. The Village of Ystagua was located in the area during the prehistoric and ethnohistoric periods (part of the village is a designated historic resource located near the community's eastern boundary in Sorrento Valley). The village was home of the Captain (Kwaaypaay) band and was an important center for trade and interaction throughout the region. The Kumeyaay are the Most Likely Descendants of all Native American human remains found in the City of San Diego.

Kumeyaay woman in San Diego County. Edward Curtis Collection, Library of Congress.

Early Development Period (1822-1940)

The division of land, creation of plans and associated settlements in San Diego began with the establishment of the Franciscan mission and the Spanish Presidio of San Diego in 1769 – the first in Alta California. The mission, the presidio (fort) along with the pueblo (town) encompassed the three major institutions used by Spain to extend its borders and consolidate its colonial territories. In 1833, when San Diego was then part of the Mexican Republic after Mexico's independence from Spain, the Mexican government began secularization of the Spanish missions and disposition of church lands. This redistribution of land also resulted in the creation of a civilian pueblo in San Diego. The Pueblo Lands of San Diego were divided into 1,350 parcels, ranging in size from ten-acre parcels near Old Town to 160-acre parcels further from town. Pueblo lands were surveyed in 1845 which aided securing the City of San Diego's pueblo land grants (the largest in California) after U.S. statehood. By 1890, 83 percent of San Diego's pueblo lands were privately held, leaving approximately 8,000 acres to the City. Over the next nine decades, the City-owned pueblo lands would continue to be sold, and by 1977, the remaining pueblo lands held by the City were approximately 300 acres. The University Community has a longstanding history with pueblo land dispositions including those to create Torrey Pines State Natural Reserve, Camp Matthews, UC San Diego, and the General Atomics laboratory.

Torrey Pines Lodge, 1925. San Diego Natural History Museum.

Torrey Pines Reserve in 1905. San Diego History Center.

Scripps Institution of Oceanography with pier, 1925. UC San Diego Special Collections.

Torrey Pines State Natural Reserve (1890-1930)

The Torrey pine (Pinus torreyana) is a rare, locally endemic plant species. Threats to these trees were recognized in the 1890's when local botanist Belle Angier surveyed the area and warned that the continued removal of these trees for livestock grazing would lead to their eventual extinction in San Diego. This warning made its way to local politician George Marston, naturalist Daniel Cleveland, and members of the San Diego Society of Natural History who urged the City Council to create a nature reserve within the City's pueblo lands. On August 8, 1899, the City set aside 369 acres as a "free and public park." In 1912, well-known San Diego philanthropist Ellen Browning Scripps purchased the private lots surrounding the park in trust for the people of San Diego, adding the areas known as North Grove and the San Dieguito River Estuary to the park.

However, woodcutting remained a persistent threat to the trees with campers and picnickers using Torrey pines for firewood. In 1916, naturalist Guy L. Fleming estimated that there were only 200 trees left and suggested the area should become a national park. In 1921, Scripps appointed Fleming as the park's first custodian and hired master architects Richard S. Requa and Herbert L. Jackson to build a Pueblo Revival-style lodge which is also a designated historic resource (Torrey Pines Lodge). Scripps also retained prominent Los Angeles landscape architect Ralph D. Cornell to develop a management plan for the park. By 1924, the City transferred most of its property to State Parks, including sea cliffs, canyons, mesas, a salt marsh, and several miles of beachfront increasing the park's size to nearly 1,000 acres. An area within the Reserve is designated as a historic site for its association with the Torrey pine (HRB# 10).

Scripps Institution for Biological Research (1903-1925)

Although located in La Jolla, development of the Scripps Institution for Biological Research was instrumental in the early development of the University Community because of its later association with the UC San Diego as the Scripps Institution of Oceanography. In 1903, members of the Scripps family and other community leaders founded the Marine Biological Association of San Diego as part the vision of William E. Ritter, a UC Berkeley zoologist, for a marine biology laboratory in San Diego. In 1912, the Regents of the University of California acquired the laboratory. In the late 1950s, when the Regents decided to locate a campus in the region, Scripps Institution of Oceanography would form the nucleus of the new campus. Scripps remains one of the oldest centers for academic ocean and earth science research in the United States and present-day research investigates nearly every facet of the natural world.

Military Development Period (1941-1962)

After the conclusion of World War I, San Diego established itself as a major military hub with a strategic location for the Navy and Marine Corps armed forces service branches. The military's presence in the University Community began with the lease of 363 acres of land by the Marine Corps from the City in 1917 for use as a marksmanship training facility for recruits at Marine Corps Recruit Depot San Diego. In 1937, the U.S. government terminated the lease and acquired 544 acres of land in fee from the City. After the attack on Pearl Harbor and the entry of the United States into World War II, use of the facility grew significantly, putting 9,000 Marine Corps recruits through marksmanship training every three weeks. The base received its official name as Camp Calvin B. Matthews on March 23, 1942. Throughout WWII and the Korean War, the range continued its use as a training facility. After concerns expressed from the nearby community of La Jolla over proximity of a military rifle range, passage of a congressional bill in 1959 would transfer Camp Matthews to the University of California for its new San Diego campus.

Camp Callan was a United States Army anti-aircraft artillery replacement training center that was operational during World War II and located west of Camp Matthews in the present-day vicinity of Genesee Avenue and North Torrey Pines Road. The base opened in January 1941 as a Coast Artillery Corps training center for new inductees. Throughout World War II, approximately 15,000 men went through a 13-week training cycle on how to fire long-range weapons in the event of a naval attack on the U.S. west coast. Relocation of the training program to Fort Bliss, Texas in 1944 resulted in the declaration of Camp Callen as surplus in November 1945. Most of the 297 buildings located on the site were sold to the City of San Diego, who then resold the materials to veterans and other citizens at reasonable prices in an effort to address building supply and housing shortages in the Post-War period.

Another significant military base in the area is Marine Corps Air Station (MCAS) Miramar, located east of the University Community between the I-805 and I-15 freeways. Beginning in 1917 as Camp Kearney, the military base served varying operational functions for both the Navy and Marine Corps at various times over its history. In 1943, construction of the Camp Kearney's training facilities was nearly complete and a year later work ended on two new concrete runways and taxiways, beginning military aviation use of the base. The Vietnam War solidified the base's importance, particularly in the field of aviation, and by 1968 the Miramar base had become the busiest military airfield in the United States.

View of various Camp Matthews buildings and Matthews Campus Quonset Huts. UC San Diego Special Collections.

View of Camp Callan Dormitories. Pomona Public Library.

Development Boom Period (1956-1971)

California experienced a period of population growth following World War II with millions of returning veterans and defense workers looking to settle permanently throughout the state, including San Diego. The influx of people resulted in large demand for housing, particularly for new homes that could be produced quickly and at an affordable price. Government programs were established to assist working class families and veterans to purchase a house and to expand regional highways. Developers started to hire architects not to design a single home, but rather a set of stock plans, resulting in new communities of hundreds of nearly identical homes. These tract communities displayed common elements in planning and design, creating clusters of similar houses having the same basic architectural detailing, scale, style, and setting. This type of development dominated the architectural landscape throughout the United States in the second half of the twentieth century and San Diego's development rapidly spread outward during this period.

Another significant influence on the community's development during this time was the expansion of the state university systems and often interdependent scientific research institutions. The General Atomic division of the General Dynamics Corporation completed a facility for research and development of nuclear technologies in 1959 on a site acquired from the City of San Diego in the area that became known as Torrey Pines Mesa. The opening of the laboratory set the groundwork for Torrey Pines Mesa to be a center for industrial, medical, and scientific uses.

During this period, the Salk Institute for Biological Studies also began development on 27 acres of pueblo land obtained from the City of San Diego. The institute was founded in 1960 by Jonas Salk the developer of the first polio vaccine as a not-for-profit scientific research institution funded by a grant from the National Science Foundation and support from the March of Dimes charitable foundation. Research at the Salk Institute encompasses multiple areas within the life sciences. Jonas Salk commissioned the architectural firm of Louis Kahn to "create a facility worthy of a visit by Picasso." The building is designated as a historic resource (HRB#304) and is located at 10010 North Torrey Pines Road.

The development of UC San Diego had a large influence on the planning and development of the community. In 1958, a resolution of the UC Regents identified need for a land use study to evaluate housing needs and opportunities for their proposed campus and in 1959 the City of San Diego initiated the University Community Study to plan for the location of residential and commercial development within an area surrounding the former Camp Matthews. The Study intended for students and faculty to be accommodated within the community and recommended a range of housing types with higher density housing located near the future campus and family housing in the southern and eastern portions of the community.

The UC Regents and the City of San Diego both envisioned creation of a "great" university in the region. The citizens of San Diego provided land for the new campus through a City Council gift of 63-acres of city-owned land and a public vote to transfer 450 acres of pueblo lands to the UC Regents. The federal government also transferred 436 acres of the former Camp Matthews. Throughout the 1960s the university's departments, enrollment, faculty, and buildings continued to expand. The campus master plan identified several smaller colleges each with a specialized curriculum and building plan clustered within the larger university. The University's Central Library designed by William L. Pereira and Associates opened in 1971 and served as the campus focal point as well as a recognizable symbol of the university.

Aerial view of General Atomics Headquarters building, 1967. City of San Diego.

Looking north from UC San Diego John Muir College across former Camp Callan buildings to the Salk Institute, 1964. UC San Diego Special Collections.

UC San Diego Mayer Hall and Breezeway with Camp Matthews in background, facing east, 1964. UC San Diego Special Collections.

During this period, property investors and developers focused on the portion of the community south of Rose Canyon for development of suburban tract housing based upon the University Community Study's proposed 15,000 single-family units. Early developers included Irvin Kahn and Carlos Tavares, who were also associated with the development of nearby Clairemont. By September 1960, grading, roadwork, and the installation of utilities was underway in the first 600-acre section of the new community named University City. Homes featured a mix of traditional and modern designs. UC San Diego, as well as nearby employers within Torrey Pines Mesa and Sorrento Valley drew residents to the area.

Community Expansion and Continued Development Period (1972-1990)

The Community Plans of 1959 and 1971 supported future development of UC San Diego and envisioned a "college town" atmosphere surrounding the university including provision for higher density housing. Completion of the I-805 freeway in the early 1970's and development of the 108-acre University Town Centre (UTC) shopping center in 1977 by Ernest W. Hahn further increased the prominence of the community within the region. The addition of office buildings and attached housing surrounding UTC in the 1980's created an "urban node" outside of the downtown core and the life science industry continued to expand within Torrey Pines Mesa. By 1990, the university connection, while still important, become one of several unfolding development aspects within the community.

University City Aerial looking South, 1960. San Diego History Center.

Resource Preservation

A Cultural Resources and Sensitivity Analysis and a Historic Context Statement and Reconnaissance Survey were prepared in conjunction with the Community Plan. The Cultural Resources Report describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the San Diego region, identify significant archaeological resources at a broad level, guide the identification of possible new resources, and includes recommendations for proper treatment. The Historic Context Statement provides information regarding the significant historical themes in the development of the University Community and the property types associated with those themes. The Historic Context Statement will aid City staff, property owners, developers, and community members in the future identification, evaluation, and preservation of significant historical resources in the community. The Historic Resource Reconnaissance Survey evaluated master planned residential communities within the planning area to determine which ones merited further historical evaluation and which ones appear ineligible for historic designation. These documents have been used to inform the policies and recommendations of the Community Plan and the associated environmental analysis.

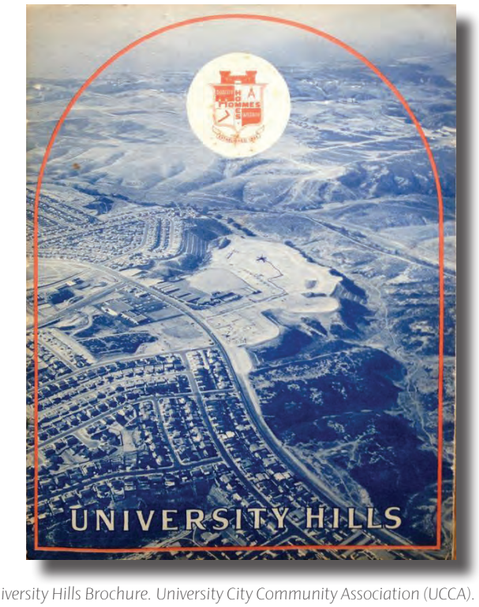
At the time of plan adoption, the results of the archival research documented 282 cultural resources studies located within the Planning Area. Approximately 93% of the Planning Area has been included in a previously conducted cultural resource study.

Cultural sensitivity levels and the likelihood of encountering archaeological or tribal cultural resources are rated as either low, moderate, or high based on the results of archival research, Native American Heritage Commission Sacred Lands File record search, regional environmental factors, and historic and modern development. The portions of the community within Rose Canyon and areas to the north are identified as either moderate or high sensitivity. The portion south of Rose Canyon and north of SR-52 is identified as low sensitivity.

The Historic Resource Reconnaissance Survey evaluated seventy-eight residential communities representative of common tract style housing with repetitive house models and other features indicative of a master development plan. The survey addressed these communities from a district perspective rather than as individual properties because tract style homes typically do not have the ability to rise to a level of individual significance under most designation criteria. The survey identified five residential master planned communities (Tier 1) that warrant further evaluation to determine whether they are eligible for historic designation. Four of the master planned communities represent the work of notable architects Dan Saxon Palmer and William Krisel, and the fifth, La Jolla Colony comprised of 10 individual neighborhoods, represents a master-planned community constructed in the late 1980s utilizing aspects of the New Urbanism design movement with varied housing typologies, incorporation of greenspaces, pedestrian pathways, and other recreational features. The survey found the remaining residential master planned communities ineligible for historic district designation.

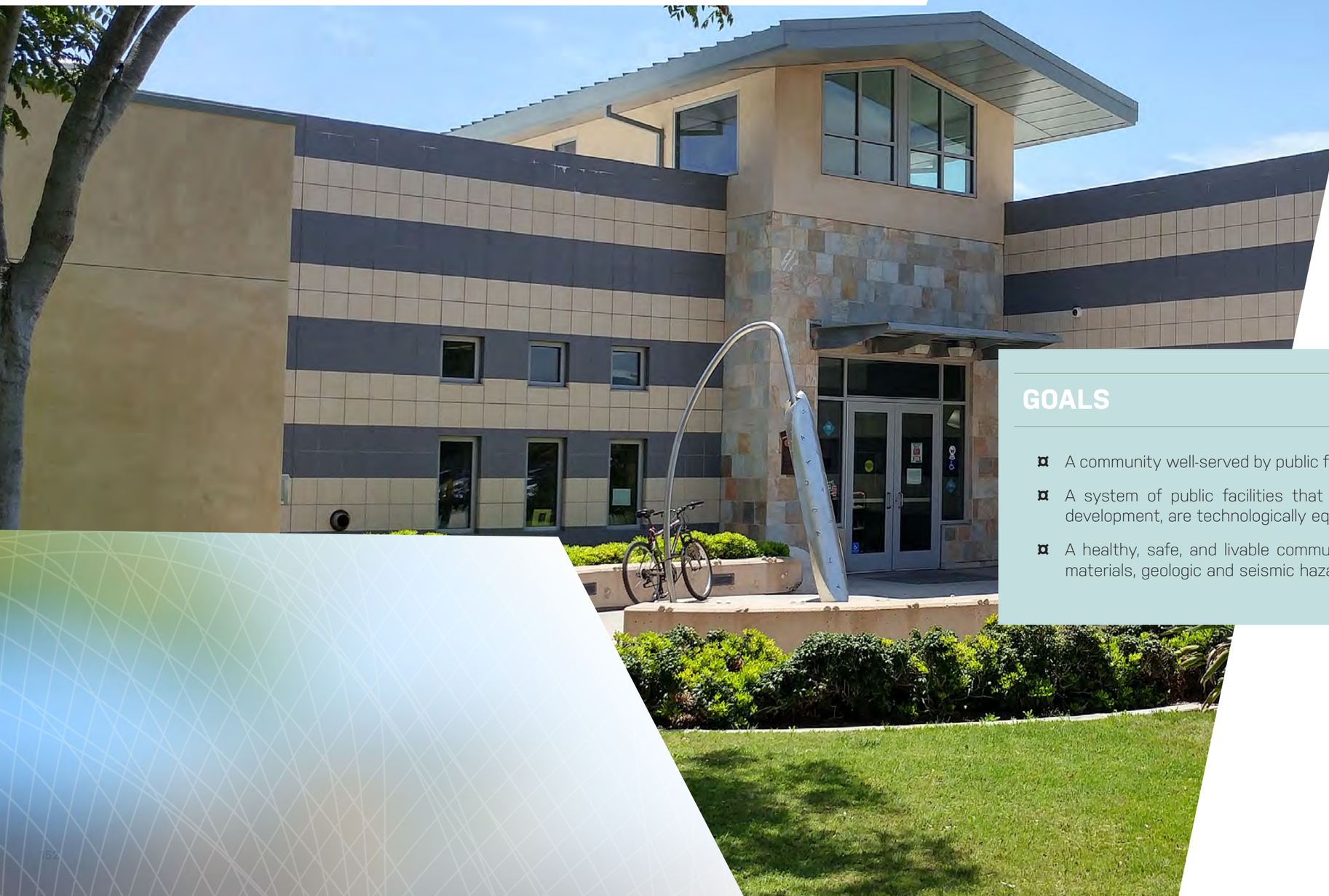
In addition to the three resources listed above, the community contained three other designated historic resource at the time of this Community Plan's adoption – the Torrey Pines Gliderport site within Torrey Pines City Park (HRB# 315), , the Guy and Margaret Fleming House and archaeological and cultural resources site HRB #1450.

William Krisel Model Home at University City, 1960. San Diego History Center.



University Hills Brochure. University City Community Association (UCCA).

Public Facilities, Services & Safety



The University Community features many high-quality public facilities, services, safety, and community facilities throughout its boundaries. Planning for the continuation and expansion of these features to meet the community's future needs related to safety, health, and overall functionality is an important component of this community plan. This section provides an overview of existing conditions and guidelines to mitigate hazards to support maintaining and improving quality of life throughout the University Community. These guidelines are an extension of the goals and policies set by the General Plan and capture opportunities reflective of the University Community's unique qualities. Together, policies in the General Plan and Community Plan address public safety and health, as well as the proper facilities needed to accommodate the Community Plan's projected population.

GOALS

- A community well-served by public facilities that promote neighborhood health, safety, and livability.
- A system of public facilities that are accessible by transit, located near or within mixed-use development, are technologically equipped, and environmentally sustainable.
- A healthy, safe, and livable community that reduces the risk posed by fire, flooding, hazardous materials, geologic and seismic hazards, and extreme temperatures.

Public, Semi-Public, and Community Facilities and Services

The City's operational departments such as Police, Fire-Rescue, Park and Recreation, and Public Library conduct assessments and plan for their respective facilities throughout the City including those within the University Community.

Figure 28 depicts public services and facilities that support a healthy environment in the University Community. Some of these facilities are managed by entities not part of the City of San Diego including the San Diego Unified School District, the UC San Diego, Scripps Health, and other private groups.

First Responders

Police and fire facilities help meet response time requirements and provide the services needed to support the safety and well-being of community members. Existing and Planned Facilities help maintain critical services as the population grows and the community evolves. These facilities are captured in Figure 30 and described below.

The University Community Planning Area is currently served by three fire stations:

- Fire Station 35 is located at 4285 Eastgate Mall and serves the northern portion of the plan area
- Fire Station 50 is located at 7177 Shoreline Drive and primarily serves southern portion of the plan area
- Fire Station 52 is adjacent to UC San Diego and primarily serves the northern University Community Planning Area to maintain and improve response times

Limited portions of the community plan area are further supported and serviced by nearby fire stations, as follows:

- Northern portions are serviced by Station 41, located at 4914 Carroll Canyon Road.
- Southeast portions are serviced by Station 9, located at 7870 Ardath Lane.
- Southern portions are serviced by Station 27, located at 5064 Clairemont Drive

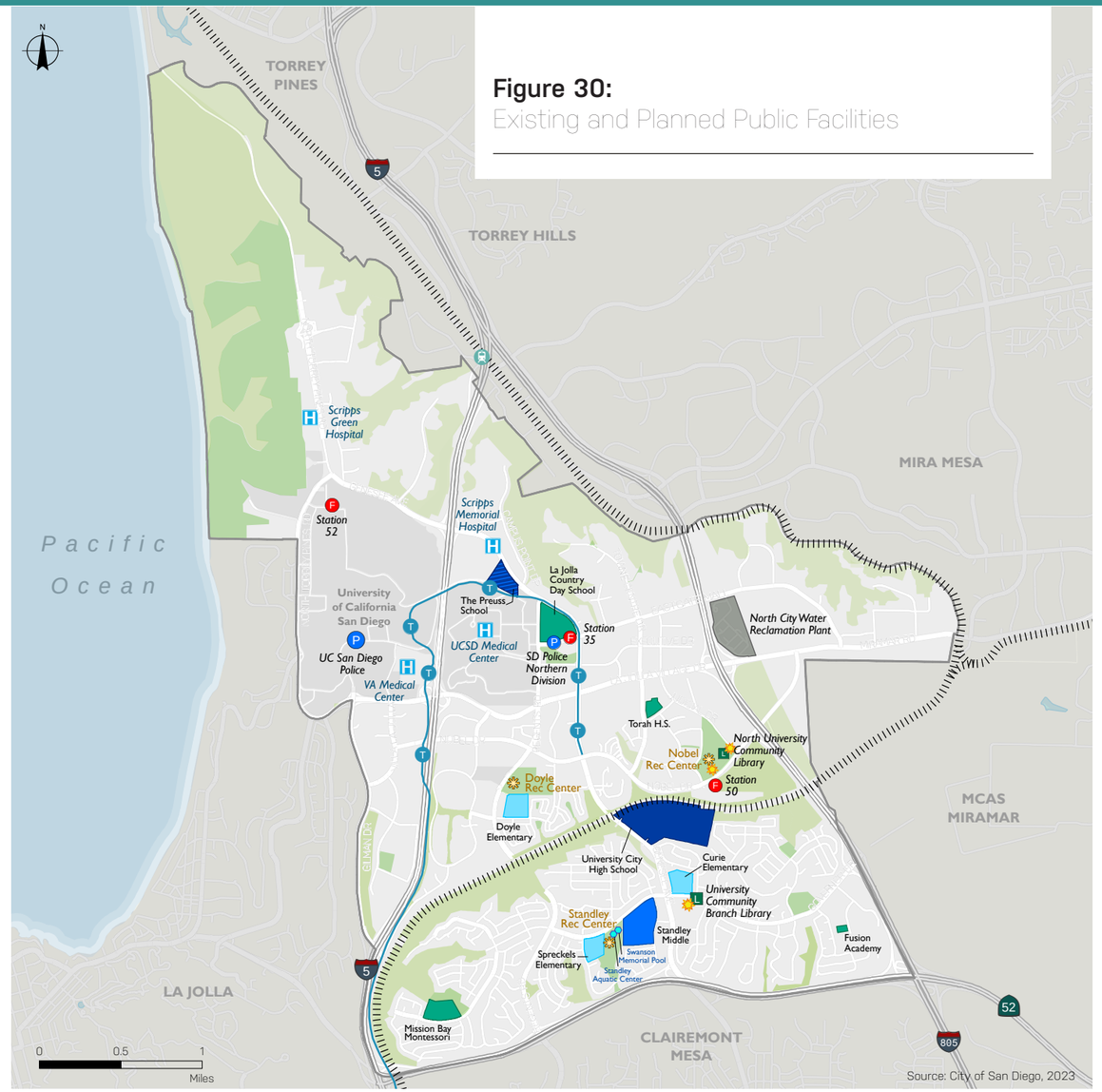
As vertical densities increase in the community, additional staffing and apparatus will be needed. Aerial trucks and additional staffing will allow for adequate response time given the anticipated community growth and increased densities. Fire Station 50 and 52 have been constructed to house multiple crews and apparatus. As the community continues to grow, the additional staff and apparatus would operate out of these stations.

Police protection in the community plan area is predominantly provided by the Northern Division of the San Diego Police Department located at 4275 Eastgate Mall. The Northern Division encompasses 41 square miles and serves a population of about 225,000 people. The Miramar area east of I-805 is covered by the Northwestern Division located at 12592 El Camino Real. In addition, the UC San Diego Police Department provides services to the student population in the area and is located at 9500 Gilman Drive.

Station 50 provides fire and rescue services to the southern area of the University Community.

The Northern Division provides police services for most of the community.

Figure 30:
Existing and Planned Public Facilities



- Public Elementary Schools
- Public Middle Schools
- Public High Schools
- Public Charter School
- Private Schools
- Public Facilities
- Police Station
- Fire Station
- Library
- Hospitals
- Recreation Centers
- Cool Zones/Cooling Centers

Schools

UC San Diego is a major presence in the University Community, and occupies over 900 acres in northern University Community area. As of 2020, UC San Diego enrolled more than 39,000 students and had 15,000 faculty and staff. UC San Diego is known as a commuter school, and less than half (about 18,000 students) graduate and undergraduate, currently live on campus. Implementing a dense, affordable housing
strategy that lessens the need for UC San Diego students to commute long distances to campus while leveraging the trolley and superloop mobility options will reduce localized traffic to the area

The University Community is well-served by a range of schooling options at the pre-kindergarten through twelfth grade levels. School options include the San Diego Unified public school district, private schools, and public charter schools. There are five schools of the public school district that serve assigned attendance areas within the University Community Planning Area: Curie, Doyle and Speckles Elementary, Standley Middle, and University City High. Private schools within the University Community include Mission Bay Montessori, Fusion Academy, Torah High, and La Jolla Country Day School. The Preuss School is a charter school located on the UC San Diego campus serving underrepresented middle and high school students.

The San Diego Unified School District provides public education services for the University Community. An increase in students from new homes allowed in this Community Plan may result in the need for school facilities within the planning area. Schools that serve the University Community will be reviewed for capacity as demographic trends related to increases and decreases in enrollment changes over time. Infrastructure improvements may be necessary to ensure safe routes to schools. District-run schools provide expanded choices in the type of educational opportunities available to parents and pupils. Charter schools provide expanded choice in the types of educational opportunities that are available within the public school system (EC) Section 47601; however, charter schools are not an alternative to construction of public school facilities when merited by community growth.

Development of any potential new school sites is subject to California Department of Education (CDE) requirements and may also benefit from observing urban design principles to maximize the efficient use of available land in the University Community. Opportunities may exist to coordinate school district assets with other community facilities. Schools potentially could be integrated into the campuses of other institutions or provided as part of nonresidential square footage requirements of larger mixed-use project sites. Ideally, educational facilities should be located near transit opportunities.

Once a parking lot, the North Torey Pines Living and Learning Neighborhood is now a mixed-use community on the UC San Diego campus that encourages social and academic interactions at multiple scales.

Libraries

The University Community has two branch locations of the San Diego Public Library, offering educational opportunities for people of all ages. Both libraries offer access to the Internet and a wide variety of programming. The University Community Library is located on Governor Drive in the southern part of the Planning Area and is an integral part of the community. To further connections between the community and its public facilities, opportunities to co-locate libraries with other facilities, such as schools, community meeting rooms, or parks, are encouraged. These principles were applied to the North University Community Library, located on Judicial Drive in the central part of the Planning Area, which is a facility well-connected to local housing, sporting facilities, and picnic areas.

Library facilities are maintained by the City. As the community grows and new development occurs, the City continually assesses the need for improvements. Buildings are assessed for repair, refurbishment and replacement based on the age of the structures, among other factors.

Community Centers

As also noted in the Parks and Recreation chapter, there are three existing community centers in the University Community Planning Area: In North University, Doyle Recreation Center on the west side of Genesee Ave and Nobel Recreation Center on the east side of Genesee Ave are co-located with athletic fields, basketball courts, picnic tables, and playgrounds. The Nobel Recreation Center is adjacent to the North University Community Branch Library. Standley Recreation Center serves South University and is co-located with the Swanson Pool, racquet ball and public tennis courts. These recreation centers offer a variety of programming for all ages as well as meeting rooms for the community.

Public Utilities

As an urbanized community, all properties are served by public utilities. Water and wastewater services are provided by the City of San Diego. Power service is offered by San Diego Gas and Electric (SDG&E) and San Diego Community Power. Gas service is also provided by SDG&E.

Water Distribution and Wastewater Collection

Water is supplied to the University Community by the Miramar Water Treatment Plant and a portion of the sewer flow is conveyed to the North City Water Reclamation Plant (NCWRP). Significant infrastructure is not required to serve the potential buildout of the Community Plan. However, as individual development projects are undertaken, it is anticipated that site specific studies will be required to address water and sewer service, or the need to upgrade aging or insufficient infrastructure to serve the development. Some projects may be required to prepare sewer capacity analyses to address the impacts of the proposed development to the local sewer systems.

Reclaimed water produced at the NCWRP is distributed throughout the northern part of the City via an extensive reclaimed water pipeline system. Distribution pipelines are installed within the University Community to provide reclaimed water for irrigation, landscaping, and industrial use. Expanding and improving the sewer collection system as new development occurs will be implemented within the framework of the City's Pure Water Program. The Pure Water Program will clean recycled water to produce safe, high-quality drinking water.

Safety

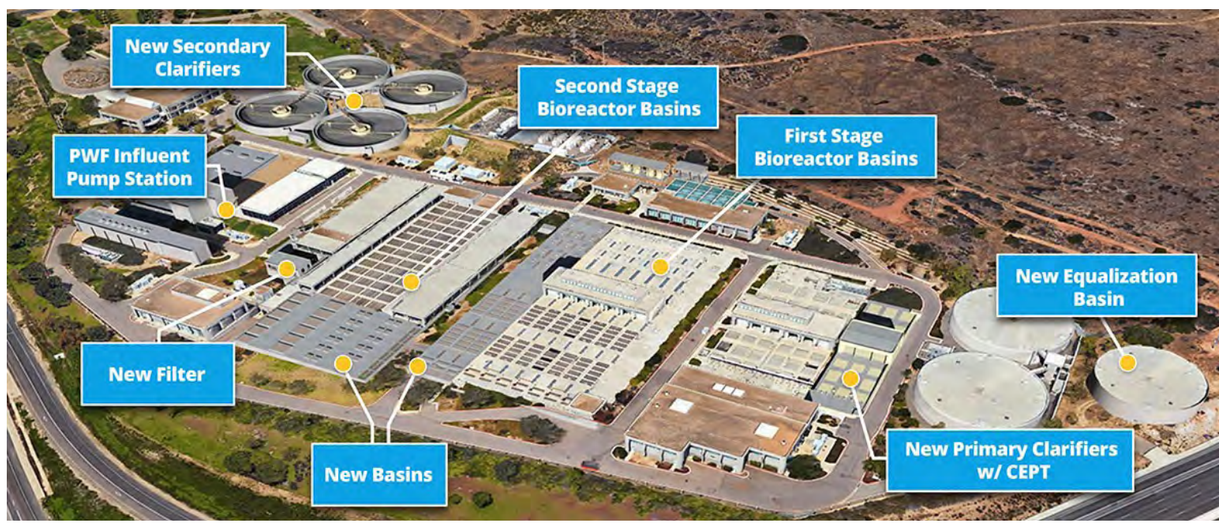
Recognizing safety risks can help to reduce the potential short and long-term risk of death, injuries, property damage, economic damage, and social dislocation from geologic and seismic hazards, air quality, noise and overflights, flooding and sea level rise, hazards and hazardous materials, extreme temperatures, and wildfire risk in the University Community.

Geologic and Seismic

The San Diego Seismic Safety Study indicate the likely geologic hazards throughout the city. These maps may be used to evaluate the relative risk within a region or to determine if a geotechnical report is required for development or building permits. Building codes require structures constructed to withstand seismic hazards such as ground shaking and displacement, liquefaction, settlement/ subsidence, and soil lurching. Specific land use studies for future projects in the University Community will continue to include consideration of seismic and other geologic hazards, which are required by State law to be disclosed in environmental documents.

Air Quality

I-805 and I-5 are the primary sources of air pollution that affect the University Community. Air pollution diminishes as the distance from freeways increases. For residential and other sensitive-receptor land uses within 500 feet of a freeway, building design features can minimize the effect of air pollution. Building features that can attenuate air pollution include individual dwelling ventilation systems with HEPA filters, careful location of HVAC intake vents away from pollution sources, and/or fixed windows along facades facing the freeway.



The North City Water Reclamation Plant can produce 52 million gallons per day of recycled water.

The Community Plan provides more opportunities for homes in a key subregional employment area and focuses future growth in areas where significant investments in intra-community transit, as well has regional connections to transit, have been made. This growth strategy aims to reduce vehicle miles traveled within the community as well as on surrounding freeways which would improve air quality. In addition, SDR I.1 in the Implementation Element restricts new development from providing public spaces abutting freeways to limit the outdoor exposure of residents to freeway air pollution.

Noise & Overflights

The primary sources of noise in the University Community Planning Area come from vehicular traffic on local roads and freeways, as well as military aircraft noise. Most notably, the Marine Corps Air Station (MCAS) Miramar creates noise and potential safety impacts on surrounding portions of the University Community. The City uses compatibility guidelines provided in the City's General Plan Noise Element to ensure incompatible development does not occur in high noise levels. In addition, the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) ensures compatibility with the airfields to protect the safety of aviation operations and reduce exposure to nuisance or hazards for people in the community.

The ALUCP establishes land use compatibility policies to minimize the risk exposure for people on the ground in the event of an aircraft accident, which are implemented by the Airport Land Use Compatibility Overlay Zone in the Land Development Code. Policies restrict concentrations of people through caps on dwelling units per gross acre or the number of people per gross acre on a site-wide average, set maximum lot coverage, and may prohibit particular types of land uses, such as assembly facilities or the storage of hazardous materials. The zones generally become less restrictive, permitting greater intensity and a wider range of land uses with distance from the airfield.

Most of the University Community is within an Airport Influence Area (AIA), where there may be greater consideration given to noise and safety. The University Community also has land categorized as Accident Potential Zone (APZ) I and II and Transition Zone (TZ), which is land situated along the corridor from which planes usually take off and land, where there is greatest potential for accidents. As a result, the University Community is located within the Federal Aviation Administration (FAA) Height Notification Boundary and Federal Aviation Regulation Part 77 Airspace Surfaces, which establishes requirements for notifying the FAA of certain construction activities and alterations to existing structures. This ensures there are no obstructions to navigable airspace and sets additional safety measures for thoughtful development.

Flooding & Sea Level Rise

Based on the latest climate change projections, extreme precipitation events are anticipated to become more frequent and more intense, with higher volumes of precipitation over a shorter period of time. By the end of the century, sea level rise is anticipated to be anywhere from 3.6' to 7.0', causing both increased coastal flooding and erosion. The stretch of beach owned by the City within the University Community is mostly high cliffs that could experience increased coastal erosion and risk of cliff collapse. Sea level rise risk is concentrated in the Los Penasquitos Lagoon area north of Torrey Pines State Reserve. As shown in Figure 31, floodplains extend through the northern edge of the University Community Planning Area, south of the I-8 along the regional rail line in Sorrento Valley, and through creeks in Rose Canyon. Though most of the floodplain remains in lower lying undeveloped areas, there is a 100-year floodplain risk that runs through directly through University High School and rising stormwater will flood adjacent roadways. Since these creeks are part of the broader San Diego riparian system, with a direct connection to Mission Bay, it is important to monitor runoff into these canyon habitats.

To address flood risk and stormwater runoff, San Diego has in place the Municipal Waterways Maintenance Plan which guides maintenance of the storm drain system. In some cases, community-wide strategies can also be adapted to address specific concerns associated with flooding and stormwater, including the implementation of green infrastructure such as storm water detention basins. Capturing rain where it falls keeps it out of sewers and waterways and can support localized flood mitigation.

Green infrastructure like stormwater detention basins help mitigate stormwater runoff and flooding.

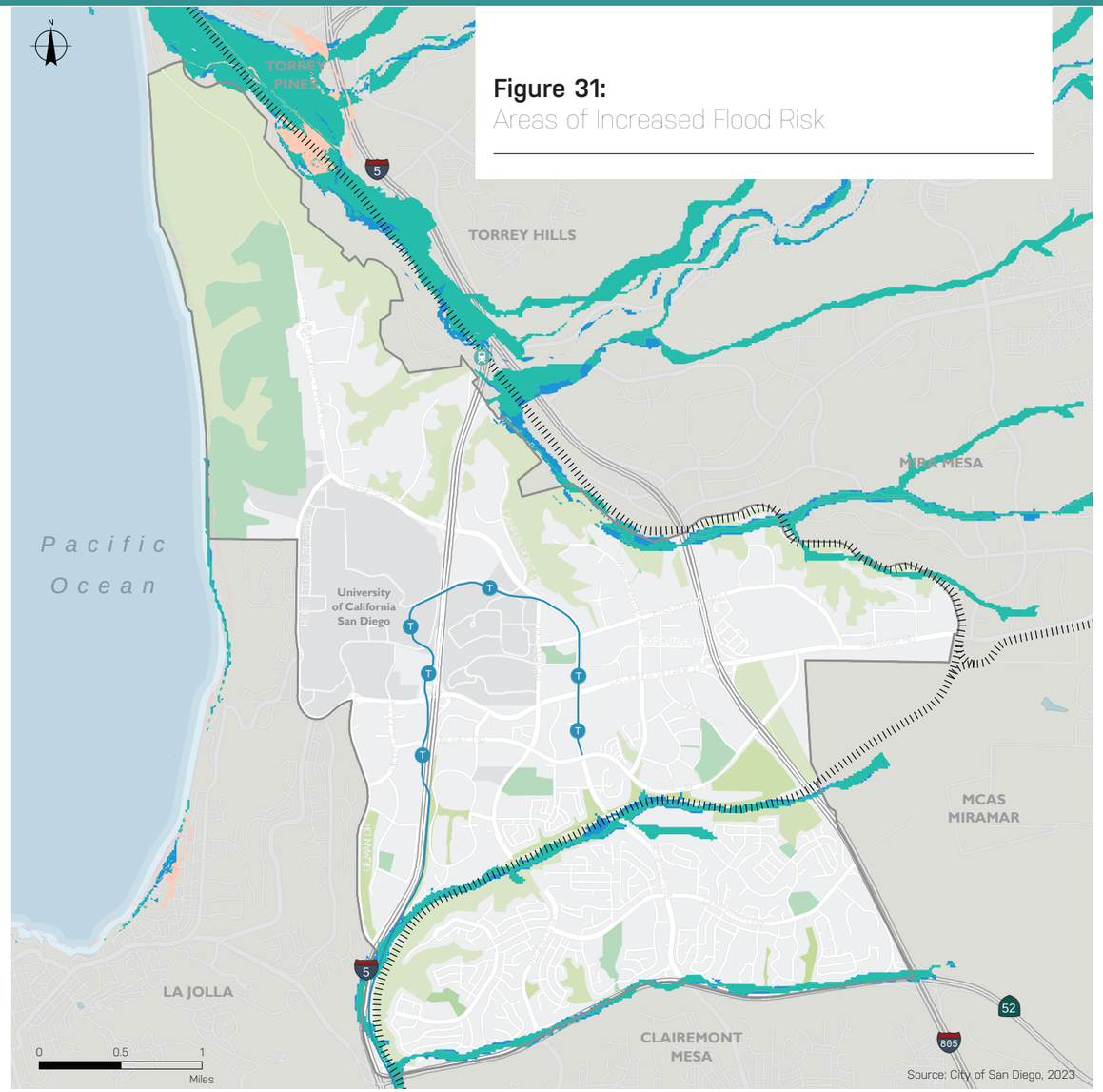


Figure 31:
Areas of Increased Flood Risk

FEMA Flood Zone
- 100-year flood
- 500-year flood

Sea Level Rise - Storm Surge 100yr
- 0.25 m
- 0.5 m
- 1 m
- 1.5 m

Hazards and Hazardous Materials

Opportunities may exist to convert existing industrial sites to new uses in the urban villages if they become inactive or close (and are not converted to new industrial uses). Remediating former industrial sites may provide an opportunity to develop parks, plazas, or open space. The City works to ensure hazardous waste is managed using the most practicable, environmentally safe, and equitable methods possible.

Mitigating Wildfire Risk

Fire hazard imposes a significant risk on the University Community Planning Area. Many neighborhoods in the University Community are within a Very High Fire Hazard Zone due to wildland fire risk (see Figure 32). Residents and employees in these areas should take additional measures to be prepared for the threat of wildland fire, including emergency evacuation plans and mapping of evacuation routes, brush management, and fire-safe design. Local fire stations will ensure that they are adequately prepared to meet the needs of the community for canyon and open space firefighting capabilities.

The potential for fire hazards is primarily concentrated within and around the community's undeveloped hillsides and canyons spacing, which include portions of Rose Canyon and San Clemente Canyon. Fire engines in each station are outfitted with wildland equipment to effectively fight brush fires. Additionally, the ability to respond to these fire emergencies depends in part on being able to draw from both local resources within the community as well as those in neighboring communities.

The City of San Diego has 11 brush fire apparatus throughout the city, with one located at Fire Station 35 in the University Community. Additionally, two firefighting helicopters are available at Montgomery Field for any brush fire responses. Emergency responses are also supplemented by ambulance service that is contracted separately by the City. Over the life of the Community Plan, the Fire-Rescue Department will continue to evaluate potential upgrades, expansions, and new facilities to maintain adequate service to the community.

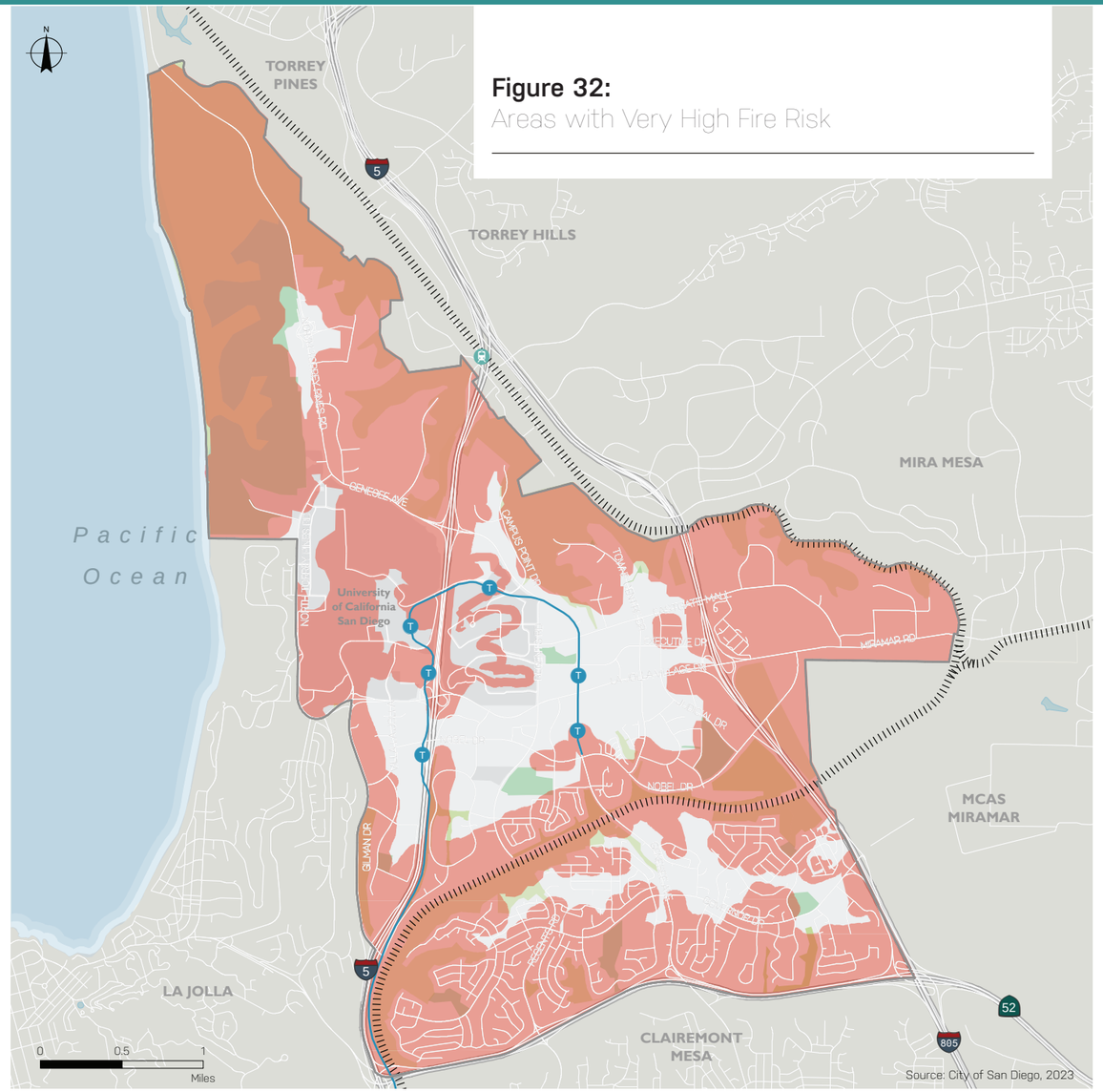
Mitigating Extreme Temperatures

Extreme heat is defined by the County of San Diego as temperatures that are much hotter and/or humid than average for a particular location at the time of year. Climate change will result in more frequent extreme heat days and heat waves of greater frequency, duration, and magnitude. Figure 33: Heat Exposure shows land surface temperature by census tract. Factors such as trees, geography, and buildings influence land surface temperature. Figure 34: Heat Risk considers both heat exposure as well as social-economic factors, such as age or pre-existing health conditions that increase vulnerability to extreme heat.

A robust park system, protected open space, and access to cool spaces will provide community members respite from extreme heat days. Planting street trees, urban greening, and cool pavements can reduce urban heat island while cooling zones, and resilience hubs can provide respite from the heat. Nobel Recreation Center, North University Community Library, and the University Community Library are designated "cool zones," where residents can access air conditioning, water, and other resources when the temperature reaches 85 degrees Fahrenheit. Additionally, the community could designate and develop a "resilience hub." Resilience hubs are community serving facilities that provide support and resources to community members before, during, and after a climate hazard or natural hazard event. Resilience hubs enhance community resilience and are typically community-led and managed.

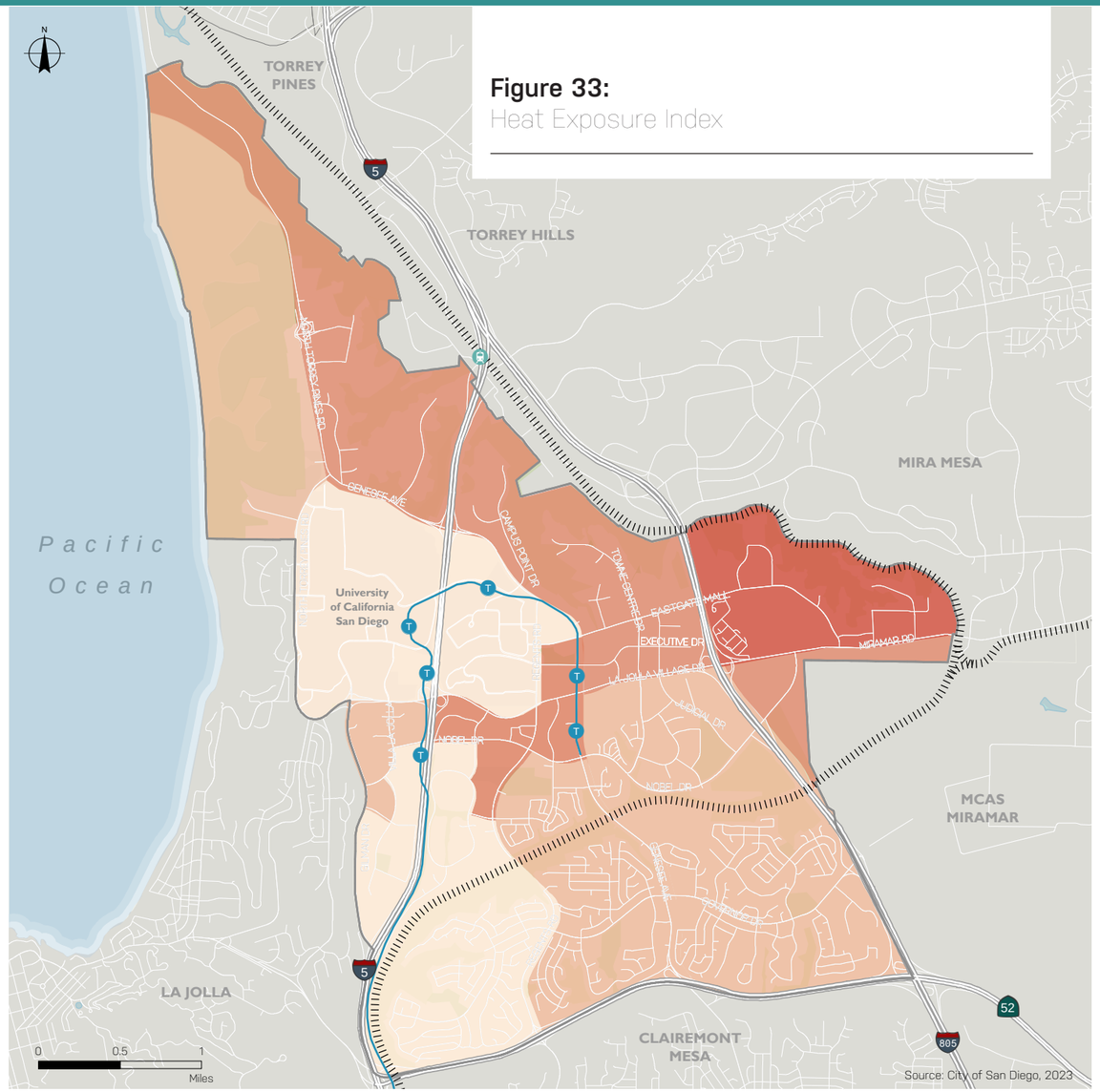
Shade structures, street trees, and other adaptations could help alleviate high temperatures for University Community residents and employees.

Figure 32:
Areas with Very High Fire Risk



Very High Fire Hazard Severity Zone

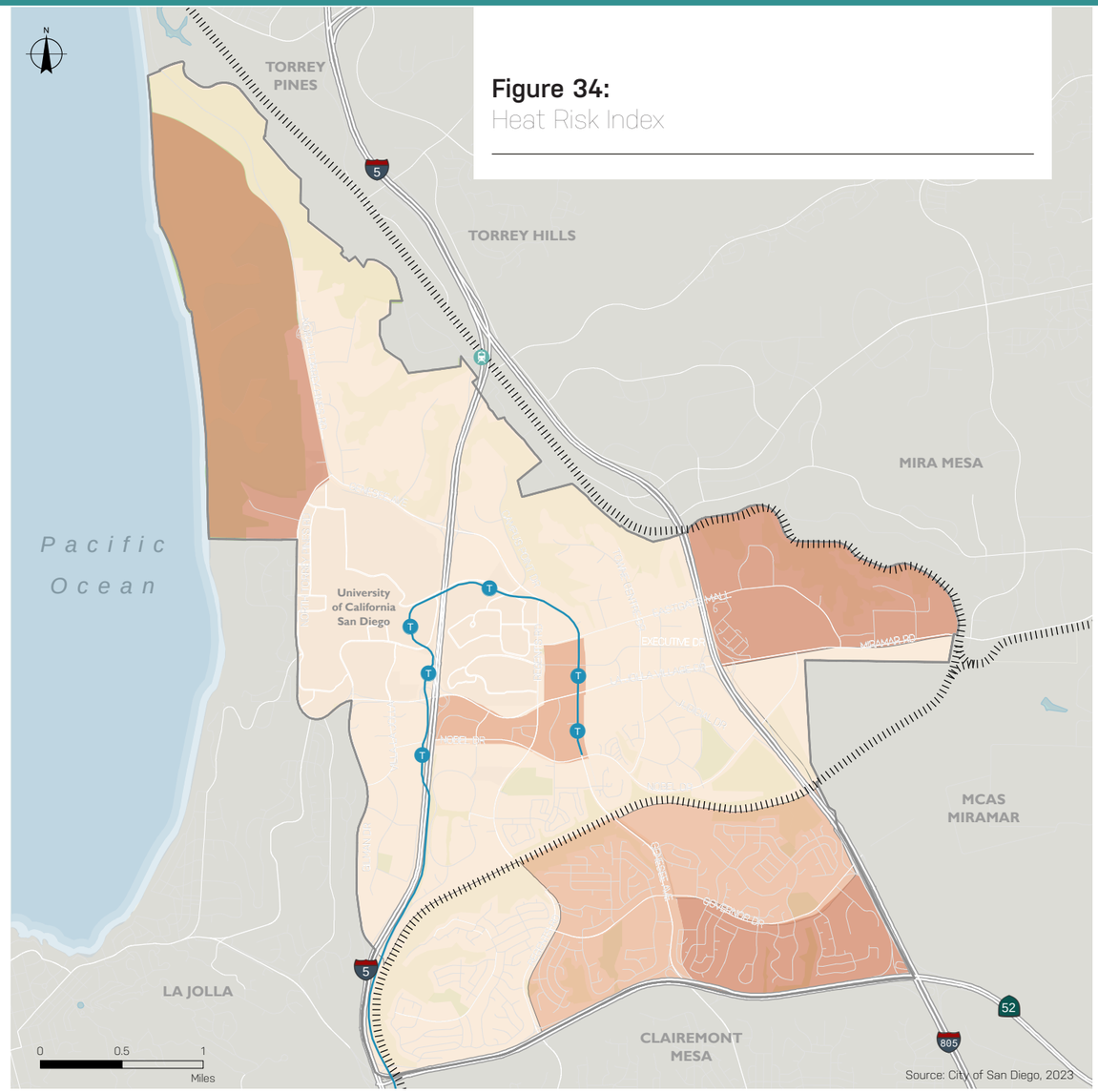
Figure 33:
Heat Exposure Index



Heat Exposure

- Very Low
- Low
- Moderate
- High

Figure 34:
Heat Risk Index



Heat Risk

- Very Low
- Low
- Moderate

Implementation

This Community Plan lays out a framework for future development in the University Community. Future development projects will be evaluated for consistency with the Plan goals and policies, and where applicable, additional regulations to ensure the Vision of the plan is fulfilled. The goal is to provide a predictable process for developers and community members alike, so that development review may become more streamlined within the bounds of community expectations. The policies listed in this chapter reflect specific direction, practice, guidance, or directives to support and implement each of the preceding chapters.

Table 1 provides specific guidance on how development should address these chapters:

- Vision and Land Use Framework
- Urban Design
- Mobility
- Parks and Recreation
- Conservation and Open Space
- Historic Preservation
- Public Services, Facilities, and Safety

These tables, combined with the zoning information in the Land Development Code, provide a framework to guide development. These tables will be used by City staff and decision-makers to assess if a development should be considered consistent with this community plan. The Community Plan Policies, reflect specific direction, practice, guidance, or directives to support and implement this plan's land use, mobility, urban design, parks, and public facilities goals. The policies are listed in a comprehensive table for ease of use. Development projects should make every effort to conform with all applicable policies.

The Community Plan plays an important role in supporting staff and decision-makers in identifying opportunities for public infrastructure improvements. Development projects implement on-site and off-site improvements, as required by the San Diego Municipal Code, and are required to pay Citywide Development Impact Fees (DIFs). DIFs and other funding sources are used to fund projects identified in the Citywide Capital Improvements Program (CIP). The CIP is developed through Citywide procedures outline in the City Charter, San Diego Municipal Code, Council Policy 800-14, and Council Policy 000-32. Resources for on-going public facility operations are identified through the City's annual budget.

Table 1: Plan Policies	
1.0 Vision & Land Use Framework Policies	
1.1 Mixed Use Villages	
A	Establish mixed use villages throughout the University Community in order to create opportunities for more homes and jobs, especially in areas that are served by transit, and further the City of Villages strategy.
B	Encourage mixed use development in Community Village and Urban Village areas to support the economic viability and growth of the community's commercial and employment areas and explore opportunities to create innovative mixed opportunities in the northwestern area of the community.
C	Support strategies that provide transitions in scale, density, and intensity between new development and existing uses.
D	Promote employment-focused mixed use development on sites that are near transit stops and stations to promote transit ridership.
E	Promote residential-focused mixed use development on sites that are near job centers and pedestrian, bicycle, and transit facilities to reduce automobile dependence, vehicle miles traveled, and parking demand
F	Encourage flexible spaces that support alternative working options including telecommuting, home occupation uses, co-working, live/work units, and shopkeeper units.
G	Encourage amenities to support commercial activities on-site, especially when home occupations are used to meet mixed use commercial requirements. Amenities may include commercial-grade Internet service, communal conference facilities, professional lobbies, and mail storage areas.
H	Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas in buildings where residential is the primary use.
I	Consider the needs of families and children in the design for mixed use development projects, including amenities and common spaces. Consider the inclusion of childcare facilities to meet on-site commercial requirements.
J	Requests to remove all or portions of a specific plan in the University Community Planning Area since the General Plan was adopted in 2008 are exempt from the General Plan Amendment Initiation policy if the removal of the specific plan would result in future development consistent with the Community Plan.
1.2 Residential Use	
A	Increase the homes available to meet the diverse needs of the University Community.
B	Focus higher density housing opportunities near public transit, job centers, and within Sustainable Development Areas.
C	Facilitate the development of homes that are affordable to a range of household income levels, sizes, and tenure patterns, including families, employees, and students.
D	Encourage affordable housing to be built on-site and make units available to meet the diverse needs of the community, including families, employees, and students.
E	Promote housing options that can be comfortably occupied by seniors, including stacked flats, units without internal staircases, and with limited stairs on external paths.
F	Encourage a diverse mix of unit sizes and types, such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units to accommodate many lifestyles, family sizes, employees, and students.
G	Support the development of a variety of building formats to provide functional and visual diversity of housing options throughout the community while maintaining stylistic compatibility.
H	Support the development of housing that is affordable to and meets the needs of the employees in the University Community to attract employees, support reduced commute times, increase active transportation, and minimize transportation costs.
I	Provide additional affordable housing through new development within the University Community above the citwide requirement.
J	Stive to affirmatively further fair housing by providing access to services, resources, jobs, and housing opportunities within walking distance to transit.
1.3 Office Use	
A	Allow for the co-location of homes and office uses in Urban Village areas to maintain an employment base within the community, reduce commute times, and provide opportunities to work and live near transit.
B	Encourage office development that includes strategies accommodate changes in workforce styles and needs. Promote the locating office uses within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.

Table 1: Plan Policies	
C	Support on-site amenities for employees, such as gyms and food options.
1.4 Industrial and Scientific Research Use	
A	Preserve Prime Industrial Land for scientific research and development, industrial operations, and other employment uses that cannot locate in commercially designated areas.
B	Allow for the co-location of homes and jobs in Prime Industrial Land - Flex areas to encourage the creation of vibrant, walkable, and connected employment-oriented mixed use villages.
C	Allow building types that can accommodate or be adapted to a variety of biotech, life sciences, and other scientific research and development uses and activities.
D	Evaluate proposals for prime industrial - flex within prime industrial areas in the MCAS Miramar Airport Influence Area (AIA) Transition Zone where consistent with the MCAS Miramar Airport Land Use Compatibility Plan (ALUCP) and engagement with surrounding landowners has occured.
1.5 Institutional Use	
A	Prioritize uses that meet the needs of the greater community, such as infrastructure, community centers, public safety facilities, and schools, on sites identified for institutional uses. These uses may be operated by either public or private entities.
B	Support the evaluation of any proposed project that is not community-serving on a site designated for institutional use in order to confirm that the site is not needed for any institutional use.
1.6 Commercial and Retail Sales Use	
A	Provide vital goods and services needed by local residents and employees primarily at sites located within Community Village and Urban Village land use designations.
B	Encourage the inclusion of grocery uses as a part of commercial and mixed use development in order to help establish healthy neighborhoods.
C	When redeveloping a site with existing neighborhood retail and services, consider retaining the same use or a similar use.
D	Consider privacy and noise attenuation for any on-site and adjacent homes.
2.0 Urban Design Policies	
2.1 Transit-Oriented Design and Access	
A	Encourage a transit-oriented development (TOD) design practices that support walking and transit use, offer convenient access to neighborhood resources, and promote reduced greenhouse gas emissions (GHGs).
B	Encourage integrating existing and proposed transit stops and stations into project designs.
C	Promote on-site pedestrian paths to facilitate connectivity to transit stations. Consider convenience and comfort factors for users, such as direct barrier-free access, widened sidewalks, shaded seating opportunities, and weather protection near public transit stops.
D	Support orienting sites to emphasize location(s) that provide the best access to high-quality transit and provide the most direct pedestrian access possible between buildings to that point.
E	For areas that are served by the trolley, promote locating building entrances in areas that provide views of and direct pedestrian access to trolley stations.
F	Prioritize active uses, such as retail, café, and restaurants, in visible and easily accessible areas to transit users embarking or disembarking the trolley stations.
G	Support community facilities and amenities next to proposed and existing transit to enhance their access and visibility and to allow them to become focal points of the development.
H	Encourage incorporating pedestrian-oriented amenities on development adjacent to or near transit station areas, such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating and shade structures; and water features, which shorten the perceived walking distances within transit areas.
2.2 Public Realm	
A	Support enhancements to the public realm by integrating the six (6) P's of public space into future development. The six (6) P's include Parks, Plazas, Paseos, Promenades, Platforms, and Podiums that are publicly accessible and rich with neighborhood amenities.
B	Accentuate key focal points, entrances, gateways, and corners of a development with enhanced paving, art, signs, lighting, specimen trees and accent native drought resistant plant materials.

Table 1: Plan Policies	
C	Encourage site design practices that take advantage of sunlight and prevailing breezes to provide a comfortable environment in open space areas.
D	Support design strategies that help to define the edges, boundaries, and transitions between private and public space areas. Strategies can include the use of landscaping, floor level changes, covered patios, garden walls, gates and paving materials.
E	Create a strong sense of edge along streets and open spaces to help spatially define those areas. This can be accomplished with a continuous row of trees and/or by providing consistent building setbacks.
F	Support continuous and consistently designed right-of-way improvements, so that a development is perceived as one unified project. Encourage the creation of landscape improvements that seamlessly connect between properties and across streets.
G	Use streetscape elements, including kiosks, walkways, street furniture, street lighting and signage to enhance the appearance and function of commercial developments.
H	Encourage continuous storefronts that face the street, are contiguous to the sidewalk and, where possible, support the use of sidewalks for outdoor seating, dining, and cafes.
I	Promote design practices that use the spaces between buildings (plazas, courtyards, terraces, arcades, colonnades, etc.) as opportunities to transition between indoor and outdoor areas and connect to transit.
2.3 Site Design, Building Placement, and Orientation	
A	Prioritize the location the primary building façade and main entrance along a primary frontage. A primary frontage is defined as the most active, articulated, and publicly accessible façade of a building. Primary frontages can face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces. Corner lots or sites that encompass a full block may have more than one primary frontage.
B	Encourage building entrances to face the street providing primary access. Support a direct pedestrian connection between the sidewalk and the primary building entry.
C	Encourage buildings to be oriented around community gathering areas such as an outdoor cafe, community garden, park, plaza, art installation, etc.
D	Promote site design practices that encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.
E	Encourage strategies that promote human-scale, well-lit, and inviting entrances to pedestrians. Strategies can include emphasizing building entrances with accent colors, awnings, or overhead trellises.
F	Promote site design practices so that development is accessible by all modes of travel. Consider strategies so that all primary entrance doors are connected to a pedestrian path with limited conflict points with automobiles.
2.4 Screening and Buffering	
A	Promote concealing all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Encourage minimizing noise and visual impacts with screening materials, landscaping, and other buffers. Promote locating mechanical equipment away from ground floor primary frontage.
B	Encourage screening all visible building equipment, utilities, trash enclosures and service/ maintenance areas in a manner that is consistent with the appearance of the building, its materials and color, and surrounding landscape.
C	Promote attenuating noise through the use of berms, planting, setbacks and architectural design rather than with conventional wall barriers for developments next to transit, trolley, highways or other potential noise-generating uses.
D	Encourage open spaces, such as pedestrian plazas, paseos, greenways and courtyards, that serve dual functions as valuable community space and buffers between different uses
2.5 Building Massing, Form, and Articulation	
A	Encourage a pattern and hierarchy of building massing and forms to help reduce the visual bulk of the development.
B	Support articulating residential building façades by providing offsets and breaks between building program components, such as living and sleeping areas.
C	Promote stepping back upper levels of buildings in areas where building heights vary to transition to adjacent lower building heights. Encourage incorporating architectural elements into building design that smooth the transition between the new and existing architecture.
D	Promote using the placement, proportion, and design of windows in a balanced manner to add architectural interest and differentiate the various components and uses of the building (e.g., ground floor retail spaces, lobbies, office suites, or residential units).
E	Encourage incorporating smaller-scale architectural elements, such as bay windows, porches, projecting eaves, awnings, and similar elements, to add visual interest and reduce the scale and mass of buildings.

Table 1: Plan Policies	
F	Encourage variable or stepped building heights, both to provide visual interest and give the appearance of a collection of smaller structures. Support transitions in building height, rather than abrupt changes in height, particularly where a development abuts residential areas.
G	For development that is adjacent to UC San Diego, promote a pattern of massing, building form, and articulation that helps maintain accessible and logical connections to and from campus entrances.
H	Prioritize native landscaping and design features sensitive to biodiversity.
2.6 Block Size	
A	Promote walkable block sizes that are generally no greater than 300 feet by 600 feet. Encourage any block larger than 300 feet by 600 feet to have a publicly accessible pedestrian connection (paseo) that bisects the block to reduce travel distance for pedestrians.
B	Encourage the provision of a pedestrian public access easement (paseo) through development that is greater than four acres. These easements can provide links between public roads, high activity centers, recreational areas, and transit corridors.
C	Explore opportunities for large site redevelopment to reduce existing block scale by establishing new streets and/or public pedestrian pathways. Encourage mid-block crossings along block faces that are longer than 350 feet to achieve a fine-grained street grid.
2.7 Hillsides/ Adaptation to Topography	
A	Retain natural topographic features such as drainage swales, streams, slopes, ridgelines, rock outcroppings, views, natural plan formations and trees to the extent possible. Where possible, site structures along tree lines, natural drainage courses, or along other topographical changes in contour, provided drainage is not impeded. Minimize building pad areas and parking areas on hillsides.
B	Promote using the natural contours of the terrain in the design of multi-level buildings, with entrances on more than one level. Encourage building step-backs that follow the natural line of the slope.
C	Cluster development in portions of the slope that have already been disturbed or that are sparsely vegetated, in order to preserve sensitive plant and wildlife habitat, biological resources, and contiguous open space.
D	Adapt development to the hillsides and landscapes that characterize the community and contribute to its distinct sense of place.
E	Encourage buildings and development to complement their natural landscape and follow the slope of hillsides, canyons and creeks with terraces, steps and multi-level landscapes and structures, rather than with expansive retaining walls and large flat areas.
F	Consider views into and from sloping areas. Encourage rooflines that emphasize the variety in shape and flowing character of the hillside. Promote varying rooftop treatments on sloping sites over extended horizontal lines.
G	Promote minimizing the use of retaining walls and/or extensive cut and fill. Seek to minimize the use of continuous footings and follow the natural slope of the land.
H	Encourage publicly accessible canyon overlooks to create a stronger sense of place and foster appreciation for the open space system.
2.8 Freeway-Adjacent Development	
A	Encourage using off-street parking, landscaping, and/or other strategies to buffer buildings adjacent to a freeway from the freeway.
B	Support ample landscaping adjacent to the freeway, including understory vegetation as well as trees.
C	Encourage orienting buildings so that courtyards and residential units with operable windows and balconies face away from the freeway.
D	Consider locating residential units above the freeway elevation.
E	Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.
F	Promote the incorporation of noise attenuation measures on all freeway-adjacent development.
G	Encourage orienting buildings so that the short ends of the building are perpendicular to the freeway using limited edges and stepbacks.
2.9 Canyon Adjacent Development	
A	Encourage context-sensitive design by stepping back from the canyon edge and orienting the short end(s) of building(s) perpendicular to the canyon edge.
B	Promote design strategies that reduce light and glare on building frontages facing canyons and open space.

Table 1: Plan Policies	
C	Where possible and permitted by governing codes and regulations, developments that are adjacent to natural open space should provide multi-use trails for hiking, bicycling, jogging, and other uses so that residents can access and appreciate the open space.
D	Encourage design strategies to maximize views from development to open spaces, such as orienting buildings to open space areas and/or locating common amenity areas adjacent to public open space. For MHPA adjacent development, common amenities that involve outdoor lighting and potential noise should consider being located away from the open space or other MHPA edge. Common amenities that involve outdoor lighting and potential noise can also consider being located on the other side of buildings to avoid the open space or MHPA edge.
E	For buildings that are adjacent to open space and MHPA areas, promote design strategies that reduce the potential for bird strikes.
F	Encourage the use of special design and window treatments to improve the degree to which new developments adjacent to open space areas and canyons are bird-safe. The benefits of green designs that facilitate bird safety include reduction of reflectivity and transparency in glass, prevention of light pollution, reduction of disturbance to natural landscapes, and biological systems, and lower energy use.
G	Minimize and evaluate the use of night lighting along the shoreline and adjacent to sensitive habitat areas, consistent with Multiple Habitat Planning Area Adjacency Guidelines and the Environmentally Sensitive Lands and Outdoor Lighting regulations within the Land Development Code.
H	Design lighting to be low intensity, downward-facing, and shielded that is dark-sky friendly adjacent to sensitive habitat areas.
2.10 Parking Design	
A	Seek to minimize the visual impact of parking areas on the surrounding neighborhood. Encourage parking areas in the development's interior and not along street frontages. Encourage parking to be consolidated into flat-plate or subterranean garages where feasible.
B	Minimize cross circulation between vehicles and pedestrians to prevent potential conflicts.
C	Minimize driveway openings and curb-cuts along street frontages so as not to disrupt pedestrian movement.
D	Integrate convenient, secure and accessible parking areas for bicycles and cars within the development in a way that does not overwhelm or conflict with pedestrian circulation and residential areas.
E	Use vines, shrubs, and trees in parking lots and garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. Berms, bushes or fencing should be used to screen parking lots that front roadways.
2.11 Lighting	
A	Encourage pedestrian-scaled lighting, as well as ambient lighting, along all walkways, internal corridors, common areas and garages within a development.
B	Limit the amount of nighttime light that is projected upward and beyond the site.
C	Nighttime light should be directed towards high-traffic areas of the development.
D	Use lighting to highlight and celebrate street corners and gateway areas.
2.12 Art Installations	
A	Support the use of art installations and cultural amenities as key features of buildings, common areas, and open space areas of a project.
B	Collaborate with local artists, residents and community members during the design and construction of the project to integrate art into development projects.
C	Install art at critical "gateway" intersections in the community to serve as an expression of community identity and pride.
D	Include opportunities for street art installations and murals, especially around transit stops and key intersections in the community.
2.13 Signage	
A	Design high-quality, pedestrian-oriented signage that contributes to community identity, improves wayfinding, and is highly visible and legible in the public and private realms.
B	Provide clear building signage to identify the development and improve wayfinding and circulation. A directory/ map that shows the location of buildings and individual dwelling units within the development is encouraged.
2.14 Materials and Colors	
A	Treat materials and color as important design elements that are applied thoughtfully and consistently, resulting in durable and high-quality developments.
B	Encourage development to use a consistent color palette to highlight main buildings and accessory structures and compatible accent colors to enhance important building elements.

Table 1: Plan Policies	
C	Encourage site elements (such as walls, planters, shade structures and fences) that are consistent with the overall design and material palette for a development project.
D	Encourage the use of natural materials, such as brick and stone, for front yard retaining walls. If poured-in-place concrete is used, encourage treating it with a decorative pattern or an exposed aggregate finish. Penetrable fencing material, such as wrought iron, can be used in combination with retaining walls in front yards.
E	Encourage treating all publicly visible facades of a building equally in terms of materials, colors, and design details so that buildings have a finished appearance on all visible sides.
2.15 North Torrey Pines Design District	
A	Support the employment center by encouraging opportunities for placemaking, employee amenities, and increased connectivity.
B	Facilitate a clustered development pattern with logical connections to the UC San Diego campus and neighboring research facilities.
C	Encourage pedestrian connections and shared amenities, such as plazas and outdoor common areas, between facilities.
D	Explore creating new an innovative mixed use development centered around on the life science and biotech industries and potentially allowing residential uses to provide housing to the labor force through future focused plan or specific plan amendments.
E	Encourage orienting development towards North Torrey Pines Rd, John Jay Hopkins Dr, and Science Center Rd in order to create a consistent street wall.
F	Encourage pedestrian amenities such as lighting, shade, and street furniture, along John Jay Hopkins Dr to Science Center Dr to establish a high-quality pedestrian connection.
G	Encourage "micro" mobility hubs, mobility hubs, bike infrastructure, and other shared amenities that can improve first-mile/last-mile access to transit, including the UC San Diego Blue Line Stations and Sorrento Valley Coaster Station.
H	Consider opportunities to connect North Torrey Pines Rd to the UC San Diego campus bicycle network and UC San Diego Central Campus Station.
I	Explore opportunities for a potential bicycle and pedestrian connection via Tower Rd if security needs decrease in the future.
J	Discourage additional surface area parking and support plans to incorporate more efficient parking structures.
K	Promote distributing parking areas throughout a development site to avoid large contiguous parking areas. Encourage parking areas that generally include no more than 30 percent of the development's parking spaces.
M	Encourage publicly accessible canyon overlooks to create a stronger sense of place and foster appreciation for the open space system.
2.16 Campus Point & Towne Centre Design District	
A	Support the employment center by encouraging opportunities for placemaking, employee amenities, and increased connectivity.
B	Facilitate a clustered development pattern with logical connections to the UC San Diego campus and neighboring research facilities.
C	Encourage pedestrian connections and shared amenities, such as plazas and outdoor common areas, between facilities.
D	Encourage orienting development along Genesee Ave, Towne Centre Dr, and Eastgate Mall toward the street in order to create a consistent street wall.
E	Promote improvements along Genesee Ave and Eastgate Mall in order to connect key community amenities, such as transit, schools, and parks. Encourage pedestrian amenities such as lighting, shade, and street furniture.
F	Support opportunities to connect Genesee Ave, Eastgate Mall, Regents Road, Executive Drive, and Towne Centre Drive into a larger 3-mile "Neighborhood Connector" loop that can provide fitness, recreation, and other amenities in an urban environment.
G	Encourage "micro" mobility hubs, mobility hubs, bike infrastructure, and other shared amenities that can improve first-mile/last-mile access to transit, including the UC San Diego Blue Line Stations and Sorrento Valley Coaster Station. Promote the creation of a larger scale "commuter" mobility hub near the intersection of Towne Centre Drive and Eastgate Mall.
H	Discourage additional surface area parking and support plans to incorporate more efficient parking structures.
I	Promote distributing parking areas throughout a development site to avoid large contiguous parking areas. Encourage parking areas that generally include no more than 30 percent of the development's parking spaces.
2.17 University Towne Centre Design District	
A	Promote transit-oriented development and design practices to establish the area as the community's premier pedestrian district that is rich with amenities and supports the community's highest densities.
B	Encourage the establishment of a unique and iconic skyline comprised of various building heights.

Table 1: Plan Policies	
C	Promote opportunities to create a network of elevated walkways, plazas, and other public spaces connected to above-grade Trolley platforms.
D	Promote opportunities to provide an active ground floor and pedestrian amenities at the street level.
E	Encourage orienting development toward Eastgate Mall, Executive Dr., La Jolla Village Dr., Genesee Ave., and Nobel Dr. to create a consistent street wall.
F	Support the establishment of a promenade along Executive Dr. Promote opportunities to integrate the promenade into a larger 3 mile "Neighborhood Connector" loop with Regents Rd., Executive Dr., and Towne Centre Dr. to provide fitness, recreation, and other amenities in an urban environment.
G	At the Executive Dr. Station and UTC Transit Center, encourage buildings to be oriented towards the Trolley platforms with primary building entrances and other active uses, such as cafes and seating, facing transit.
H	At the Executive Dr. Station and UTC Transit Center, encourage the creation of transit plazas and mobility hubs.
I	Support clear connections, paths, and wayfinding to the Executive Dr. Station and UTC Transit Center.
J	Encourage "micro" mobility hubs, mobility hubs, bike infrastructure, and other shared amenities that can improve first-mile/last-mile access to transit, including the UC San Diego Blue Line Stations. Encourage the formation of a mobility hub south of Nobel Dr. that can connect residential neighborhoods to the Trolley.
K	At UTC Mall, encourage using the existing north-south promenade that runs diagonally through the site as a key organizing feature that connects with neighboring areas.
L	Encourage setbacks along La Jolla Village Dr. and Nobel Dr. to provide a buffer from vehicle traffic and create spaces for pedestrian paths, amenities, and other public spaces.
M	Encourage the establishment of Eastgate Mall and Executive Dr. as east-west connections between the community and UC San Diego that are accessible through walking, biking, and transit.
2.18 Nobel/Campus Design District	
A	Encourage a diverse array of uses, including retail goods and services, entertainment, office, and residential, to activate the Nobel Dr. Station.
B	Promote opportunities for higher density housing and mixed-use development with heights outside of the local Coastal Height Limit.
C	Support clear connections, paths, and wayfinding to the Nobel Dr. Station, especially from nearby bus stops. Consider strategies to improve east-west connections from Villa La Jolla Dr and Regents Rd to the Nobel Dr. Station. Consider strategies to improve north-south connections from La Jolla Village Dr and Via Mallorca to the Nobel Dr. Station.
D	Support improved walking, biking, and transit amenities along Nobel Dr. and encourage additional north-south crossing opportunities.
E	Encourage opportunities to create a mobility hub at the Nobel Dr. Station. Support "micro" mobility hubs that can help expand first mile/last mile connectivity to the Nobel Dr. Station, as well.
F	Promote strategies to establish a walkable environment such as using paseos and internal streets to break up large blocks. Seek opportunities to orient development around a central gathering place, such as a "main street" or other communal area.
G	Encourage orienting buildings towards Nobel Dr. and Villa La Jolla Dr. to create a consistent street wall.
H	Encourage enhanced pedestrian amenities, such as lighting, shade, and street furniture, to improve walkability along La Jolla Village Dr.
I	Consider strategies to minimize the visual impact of the freeway through intentional site design, landscape buffers, and building placement.
J	Support plans to incorporate more efficient parking structures and minimize surface area parking. Promote wrapped parking structures, where feasible, to minimize their visual impact on the street.
K	Encourage focusing tall buildings, such as towers, along La Jolla Village Dr.
L	Encourage opportunities to connect areas east and west of I-5 to the proposed Regents Road North outlook.
2.19 South University Neighborhood Design District	
A	Retain grocery stores on large sites where feasible.
B	Encourage moderate density mixed-use development opportunities and expand the mix of uses, while maintaining small business character and resident amenities.
C	Encourage affordable and inclusive housing options within mixed-use developments.

Table 1: Plan Policies	
D	Promote strategies to transition height, density, and intensity between new development and existing residences.
E	Promote placemaking as a part of new development. Encourage strategies such as providing seating areas, play spaces, and other publicly accessible amenities next to retail establishments.
F	Encourage buildings oriented towards Governor Dr.
G	Explore opportunities to provide a connection between Governor Dr and the proposed Regents Road South outlook.
2.20 Miramar Design District	
A	Support opportunities to enhance Eastgate Mall and Miramar Road as important east-west connections between the University Community and Mira Mesa.
B	Promote improved bicycle and pedestrian facilities along Eastgate Mall and Miramar Road to expand access to UC San Diego and key transit facilities, including the Trolley.
C	Consider design strategies to better integrate transit stops along Eastgate Mall and Miramar Road into the public realm. Encourage integrating stops into future "micro" mobility hubs.
D	Promote community education opportunities related to resource conservation, including water reclamation and vernal pools.
E	Encourage the creation of a non-contiguous multi-use path at the edge of the open space area east of the North City Reclamation Plant to connect Eastgate Mall to City-owned facilities, Miramar National Cemetery, and Nobel Dr.
F	Promote continuous bicycle and pedestrian facilities that connect Eastgate Mall with Nobel Drive via Miramar Road.
3.0 Mobility Policies	
3.1 Active Transportation	
A	Create continuous pedestrian and bicycle networks with amenities to further accommodate and encourage residents to walk or ride a bike for their commuting and daily needs.
B	Support traffic calming measures to reduce motor vehicle speeding and discourage cut-through traffic, while improving pedestrian and bicyclist safety and comfort. Assist in improving the pedestrian network, where feasible, by seeking additional right-of-way for wider, noncontiguous sidewalks and pathways and by providing exclusive pedestrian walkways separate from automobile, especially near transit, parks, community centers, and schools.
C	Implement community-wide wayfinding and signage programs that guide pedestrians and bicyclists, as well as motorists, to major activity centers and destinations within the community.
D	Coordinate with UC San Diego on active transportation mobility and access between their on-campus facilities and the community, including seamless pedestrian and bicycle connections to and from campus and wayfinding signs through and along the periphery.
E	Coordinate with SANDAG and MTS on safe routes to transit and to provide secure, accessible, well-lit, and adequate active transportation amenities in mobility hubs and at transit stops.
F	Coordinate with Caltrans and/or SANDAG on strengthening pedestrian and bicycle access across the I-5 and I-805 freeways as well as SR-52, especially on the following: • Accommodating separated bicycle facilities across freeway interchanges and overpasses to reduce conflicts with motor vehicles • Improving the pedestrian environment through lighting, pedestrian actuated signals, high-visibility crosswalks, and reducing pedestrian crossing distance • Providing an active transportation connection across the I-5 Freeway/SR-52 interchange from the Rose Creek Path East adjacent to the Mid-Coast LOSSAN tracks in northwestern Clairemont to Rose Creek Path West in the University Community
G	Enhance pedestrian and bicycle access to open space lands, natural recreational areas, and parks by improving connectivity and increasing awareness of trails and other pathways as complementary components of the community's circulation network via signage, wayfinding programs, and educational kiosks.
H	Pursue opportunities for the conversion of underutilized right-of-way (e.g., areas adjacent to roadways, and paper streets) into exclusive pedestrianways, multi-use paths, linear parks, or other public spaces that encourage outdoor activity and expand urban greening space. Areas of particular interest within the University Community include Governor Drive terminus west of Stresemann Street, Regents Road terminus south of Porte de Merano, and the vacant space west of Regents Road between Governor Drive and the Rose Canyon Trailhead.
I	For facilities such as multi-use paths that may be used by a variety of different users, including bicyclists, pedestrians, and micomobility users, consider exceeding minimum width requirements and providing enhanced treatments to improve safety and comfort as a part of facility design.

Table 1: Plan Policies	
J	Pursue mobility projects and programs that support sustainable, equitable, and safe ways to move around such as walking, bicycling and transit to help to reduce vehicle miles traveled (VMT) to meet State, regional, and local climate and mobility goals which can include repurpose existing streets or other public rights-of-way, and mobility programs that can replace single-occupancy vehicle trips including within the Coastal Zone. a. Provide new bicycle and pedestrian lanes or pathways. b. Enhance existing pedestrian and bicycle facilities to address safety and public access issues. c. Reduce or repurposing vehicle travel lanes to enhance multimodal access within the public right-of-way. d. Modify or replace on-street vehicle parking with sustainable transportation facilities where the right-of-way does not yet provide high-quality multimodal access, and where adequate, alternative parking for coastal access will remain available nearby. This can include, but is not limited to, parking conversion through restriping for transit, pedestrian, and bicycle access enhancements. e. Use temporary closures of streets to vehicle traffic, where alternative vehicular access currently exists, to enhance the right-of-way for more vulnerable roadway users during special events. f. Provide transit infrastructure, such as dedicated travel lanes, turnout areas, crosswalks, shelters, and stations. g. Provide improvements for shared mobility services, such as ride-share, electric scooters and bikeshare to increase public access.
K	Consider all forms of travel when providing multi modal access to coastal recreation areas.
L	Ensure that mobility projects are consistent with habitat protection polices and standards, such as wetland buffers and the protection of environmentally sensitive habitat within the Coastal Zone.
3.2 Walking	
A	Implement and support a well-connected network of safe, comfortable, and accessible pedestrian facilities to promote walkability.
B	Support implementation of physical and operational street improvements to support the City's Vision Zero initiative, such as narrowing corner radii, roundabouts, other traffic calming measures, pedestrian hybrid beacons, and lead pedestrian intervals (LPI), where appropriate, to improve safety and visibility, reduce crossing distances, and reduce speeds and conflicts from motorists.
C	Promote the application of accessibility design features that remove barriers along pedestrian routes in the public right-of-way, such as undergrounding public utilities, relocating transit shelters to widen walkways, and eliminating sidewalk gaps.
D	Provide pedestrian treatments, as applicable, such as high visibility pavement markings, bulb-outs/curb extensions, mid-block crossings, pedestrian scale lighting, landscaped buffers, etc. to create enhanced pedestrian environments along Districts and Corridors in Figure 18: Planned Pedestrian Facilities Network as well as around mixed-use and employment villages, schools, and parks.
E	Encourage the installation of continental crosswalks, advanced stop bar placement, ADA-compliant curb ramps, pedestrian countdown signals, and, where appropriate, audible indicators at all crossing points at signalized intersections.
F	Focus enhanced streetscape and pedestrian improvements within a half-mile walkshed of transit stations and mobility hubs.
G	Coordinate with new commercial and residential development property owners to include internal circulation (i.e., pedestrian pathways or paseos) that provides linkages between and/or through these developments, to adjacent properties, and public streets for better connectivity.
H	Coordinate with adjacent property owners along Executive Drive between Regents Road and Judicial Drive on the implementation of a promenade on the north side of the roadway. The promenade could be comprised of, but not limited to, a widened sidewalk, separated bikeway, pedestrianway, or multi-use path, public spaces, and enhanced streetscape.
3.3 Biking	
A	Provide a continuous bicycle network of safe, convenient, and attractive bikeways throughout the University Community, with an emphasis on low stress connections between the southern neighborhoods and destinations in the northern portion of the community, as well as to schools, parks, mixed-use and employment villages, commercial centers, transit stations and mobility hubs.
B	Provide new or improved bicycle facilities with the minimum recommended classifications shown in Figure 20: Bicycle Network and described in Table 4, as roadways are resurfaced, improved, or right-of-way becomes available. Prioritize physically separated bicycle facilities where appropriate and ensure that required driveway access is not precluded.
C	Support a comprehensive network by implementing bikeways that facilitate interconnectivity with the UC San Diego's bicycle network, the regional bicycle network, trails, and other communities.
D	Designate key residential and local streets within and around neighborhoods, such as Arriba Street, Cargill Avenue, and Decoro Street, as bike boulevards or enhanced bike routes. These ancillary facilities would support the bicycle network along circulation roadways.

Table 1: Plan Policies	
E	Enhance safety, comfort, and accessibility for all levels of cyclists along bikeways and at intersections with features that improve visibility and physical separation from vehicles, such as loop detection, bicycle signals, bike boxes, No Right Turn on Red restrictions, bicycle rails, slip ramps, lighting, wayfinding, signage, pavement markings, and buffered or separated facilities.
F	Coordinate with SANDAG, MTS, and property owners to ensure convenient and adequate bicycle amenities, such as repair stations and secure bicycle storage, are provided at public facilities, transit stations, mobility hubs, mixed-use and employment villages, and commercial centers
G	Support repurposing of existing on-street parking where necessary to aid in the implementation of the active transportation network with physically separated bicycle facilities. At the time of or prior to network improvements, on-street parking will need to be removed where appropriate.
H	Support targeted implementation of traffic calming measures such as raised intersections, corner bulb-outs, roundabouts/traffic circles to aid in the implementation of the active transportation network. At the time of or prior to network improvements, traffic calming measures are recommended where appropriate.
3.4 Micromobility	
A	Encourage designating visible space along the property frontage and/or providing flexible curb space in the public right-of-way in commercial/retail and residential areas to meet the needs of shared mobility services (e.g., staging areas of shared vehicles, bikes, and scooters) and the changing demands of users.
B	Provide flexible curb space in commercial/retail and residential areas on development to meet the needs of shared mobility services and the changing demands of users.
C	Encourage new residential, office, and commercial developments, as well as any new parking facilities, to provide spaces for micromobility.
3.5 Transit	
A	Coordinate with MTS and SANDAG to increase transit infrastructure and service enhancement opportunities within the University Community, including those identified in the adopted Regional Plan and future updates of the Regional Plan.
B	Reconfigure the streets identified in Figure 23: Potential Transit Network to accommodate flexible (flex) lanes and SMART corridors that maximize roadway capacity and travel efficiency for transit or other congestion-reducing mobility forms. The lane configuration and type of use are contingent upon needs.
C	Implement transit priority measures, such as queue jumps and transit priority signals, to further improve transit travel times along current and future transit corridors, where needed.
D	Collaborate with MTS and SANDAG to develop mobility hubs at key existing and planned transit stations, including, but not limited to, those shown in Figure 22: Planned Transit Network, to encourage transit ridership and multimodal trips, to provide transit station amenities, and to enhance first/last mile connections.
E	Provide first- and last-mile connections to and from all transit stations with amenities that support safety, comfort, connectivity, and accessibility for all modes of travel, such as walkways, bikeways, and vehicle drop-off areas.
F	Support opportunities to enhance amenities with and around transit stations by adding curb extensions, shelters, seating, real-time passenger information display systems, lighting, shade trees, shade-structures, bicycle parking, art installations, and landscaping to increase comfort and convenience for transit riders and to improve appearance and attract ridership.
G	Support and encourage collaboration between business and UC San Diego to incorporate community circulators, micro-transit, or other fixed route or on-demand transit options.
H	Coordinate with SANDAG and MTS to evaluate the engineering feasibility and implement a skyway system or comparable transit option as identified in Figure 22 and 23 to provide connections between the UC San Diego Health La Jolla Trolley station, Sorrento Valley Coaster Station, the Sorrento Valley/Sorrento Mesa employment center, and communities east of the University Community.
I	Promote public education campaigns and alternative transportation programs to further encourage transit use among students, employees, older adults, and persons with disabilities.
J	Prioritize transit connections to universities in the region, major employment areas, shopping centers, and businesses within the community.
3.6 Complete Streets	
A	Provide an inter-connected network of Complete Streets throughout the community that safely accommodates all travel modes and users of all ages and abilities, while providing adequate person throughput capacity, service quality, and travel times.
B	Construct the street network to the classifications identified in Figure 24: Street Network Map and described Table 5 as roadways are resurfaced, improved, or right-of-way becomes available.
C	Redesign and improve streets in the University Community with the primary objective of improving pedestrian and bicycle safety and mobility and enhancing public transit for improved efficiency and performance.

Table 1: Plan Policies	
D	Support focused widening of the transportation right-of-way in tandem with redevelopment for alternative transportation facilities (i.e., transit lanes, protected bike facilities, wider sidewalks). Of particular interest is Nobel Drive between the Villa La Jolla Drive and the I-5 Freeway.
E	Introduce new private street connections or public right-of-way dedications as part of future redevelopments to break up the scale of large development "superblocks," to increase connectivity, to improve multi-modal mobility, and to alleviate congestion.
F	Support street design improvements and operational measures that work toward implementing systemic safety actions and countermeasures that could include, but are not limited to, the following: • A robust and accessible network of safe, convenient, and comfortable bicycle and pedestrian facilities and amenities • Roundabouts throughout the community, where appropriate • Traffic calming measures that reduce speeding and traffic diversion • Roadway features that eliminate crash prone conflicts • Protected intersections
G	Consider the installation of roundabouts, at intersections to improve safety for all modes of travel, improve traffic flow, promote traffic calming, reduce turning conflicts, reduce vehicle idling and fuel consumption.
H	Coordinate with SANDAG, MTS, and Caltrans on ongoing transportation planning and infrastructure implementation efforts involving roadways and freeway facilities traversing and/or providing access to the University Community.
3.7 Intelligent Transportation Systems	
A	Encourage implementation or accommodation of infrastructure for electric vehicles including vehicle charging stations as part of residential, commercial, and institutional uses, and infrastructure development projects based on future demand and changes in technology.
B	Utilize Intelligent Transportation Systems (ITS) improvements to enhance vehicular operations on roadways and to provide real-time travel information for all users.
C	Facilitate the implementation of ITS and emerging technologies to help improve public safety, reduce collisions, minimize traffic congestion, maximize parking efficiency, manage transportation and parking demand, and improve environmental awareness and neighborhood quality.
D	Evaluate for feasible and suitable ITS improvements, such as adaptive traffic signals and improved coordination technologies, and determine need for integration as part of future infrastructure and development projects.
E	Prioritize ITS strategies, such as dynamic message signs, transit signal priority measures, and adaptive traffic signal coordination systems to reduce congestion on provided corridors.
F	Encourage the evaluation of infrastructure for innovative transportation technologies (such as: autonomous and connected vehicles) when designing transportation right-of-way infrastructure projects and operational improvements based on regional and local transportation demand.
G	Coordinate with Caltrans to improve signal coordination at freeway on-/off-ramp locations.
3.8 Transportation Demand Management	
A	Work with public and private entities to encourage bike share, car share, and scooter share program(s) expansion, with an initial focus on mobility hub nodes to reduce the automobile ownership and use in the community.
B	Encourage employers to participate in and inform employees about strategies, which could include but are not limited to: • Continued promotion of SANDAG's iCommute program. • Encourage rideshare and carpool for major employers and employment centers • Promote car/vanpool matching services • Provide flexible schedules and telecommuting opportunities for employees
C	Coordinate with new development to post information related to available transit service and micromobility infrastructure on development to encourage the use of alternative transportation modes.
D	Encourage unbundled parking to offset development costs and encourage use of alternative transportation modes.
3.9 Parking	
A	Support parking management strategies that maximize the efficiency of the curbside for on-street parking use to increase turnover and parking availability and reduce overnight parking of oversized vehicles in high-demand areas such as mixed-use, multi-family residential, commercial, and employment centers. This could include the creation of a community parking district, shared parking solutions, demand-based pricing, and time limit parking, among others strategies.

Table 1: Plan Policies	
B	Support the development of a Community Parking District to better manage on-street parking and curb space as well as to provide alternative mobility solutions that can help reduce congestion and improve the quality of life for residents and visitors.
C	Encourage the repurposing of on-street parking for alternative uses (i.e., pedestrian, bicycle, and transit, placemaking opportunities, corrals for micromobility, etc.)
D	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supply to meet parking demands.
E	Encourage shared and consolidated driveways where feasible to reduce curb cuts.
F	Ensure efficient movement and delivery of goods to retail, commercial and industrial uses while minimizing congestion impacts to roadways by encouraging delivery during non-peak and non-congested traffic hours.
G	Provide adequate off-street loading spaces to new nonresidential developments to minimize vehicle loading and minimize truck storage spillover on adjacent streets.
H	Support the implementation of separated bicycle facilities, dedicated transit facilities and/or other multimodal improvements.
I	Work with UC San Diego to find opportunities to allow the public to park at the UC San Diego during periods of low parking demand periods to support increased access to coastal resources.
J	Encourage property owners with commercial office uses in the Coastal Zone to allow the public use of their parking areas during non-business hours to support increased access to coastal resources.
4.0 Parks and Recreation Policies	
4.1 Public Parks and Green Spaces	
A	Pursue future park sites identified in Table 7: Park Inventory.
B	Pursue opportunities to provide public space and gathering spots by reconfiguring public right-of-way areas and through Supplemental Development Regulations (SDRs).
C	Establish an integrated public realm framework of connected sidewalks, urban pathways, trails, paseos, plazas, connections at multimodal mobility hubs, and parks like linear and pocket parks.
D	Incorporate publicly accessible recreation in plazas, paseos, and pocket parks within village areas, including residential, mixed-use, and employment areas on sites with visual and physical access from one or more public right-of-way frontages.
E	Pursue lease agreements with private property owners and public agencies (e.g., San Diego Unified School District and Caltrans) to incorporate active or passive recreation into existing buildings or surrounding grounds, where non-programmed space is available and appropriate for public use.
F	Preserve, expand, and enhance existing recreation centers and aquatics facilities to increase their life span, meet current and future recreation needs, or expand their uses and sustainability.
G	Increase recreational opportunities by acquiring and developing land through road/parking "diets" and alley rights-of-way vacations, where appropriate, to provide for park and recreation uses.
H	Consider special activity parks on a case-by-case basis, including but not limited to, trailhead pocket parks, skateboard parks, off-leash dog parks, and other unique uses.
I	Encourage wayfinding and signage that identifies all parks, recreation centers and aquatic facilities that serve the University Community and how to get to each by walking, biking or public transit.
J	Promote open space conservation and restoration of natural lands.
K	Provide open space linkages where appropriate, including trailheads for bike and pedestrian access with appropriate, visible, and clearly marked entrances.
L	Create gateways through the installation of markers, plazas, landscaping, lighting, art and/or design of urban pathways, linear parks and paseos to highlight community identity, enhance wayfinding, and foster a sense of place.
M	Promote the greening of streets using vegetated swales, rain gardens, permeable pavements, and other alternative compliance stormwater design features as well as through investments in a robust urban forest. Protect water quality in coastal watersheds by minimizing storm flow leaving developed areas.
N	Ensure adequate shading throughout the community. In community village areas, provide double rows of large shade canopy trees.
O	Coordinate with Caltrans to plant trees and native shrubs in landscape areas within freeway rights-of-way to improve air quality and provide visual relief.

Table 1: Plan Policies	
P	Encourage and support the formation of Maintenance Assessment Districts, Business Improvement Districts, and the like to finance special benefit services.
Q	Public spaces and places with public access will have high-quality furnishings and durable construction features such as seating or seat walls, fountains, art, active design elements, and enhanced paving (including permeable pavers) – all geared to encourage long-term use.
R	Scale sidewalks and setbacks to accommodate a range of activities, including not only pedestrian access, but also outdoor dining, shopping, product display, and multimodal travel between destinations.
S	Maintain natural drainage systems and minimize the use of impervious surfaces to protect open spaces and coastal watersheds. Ensure runoff is adequately controlled through pervious areas, vegetated swales, and retention basins to prevent downstream erosion.
T	Promote a coordinated design theme for the University Community throughout different neighborhoods. For example, create a consistent trailhead marker with similar text, logo and resource materials.
U	Emphasize native landscaping and design features to enhance bio-diversity.
V	Pursue opportunities for recreation facilities on City-owned land that are appropriate for active and/or passive recreational use. For privately-operated facilities on City-owned land, coordinate with the operator to maintain and/or expand public access.
4.2 Trails, Overlooks and Trailhead Pocket Parks	
A	Promote open space conservation of natural lands, and provide open space linkages where appropriate, overlooks, trail heads and bike/pedestrian access with appropriate, visible, and clearly-marked entrances.
B	Preserve and protect City-owned open space canyons and hillsides by providing overlooks, kiosks, interpretive signage, and wayfinding elements to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas. Note: Features shall be in conformance existing MSCP and MHPA guidelines.
C	Through the Citywide Trails Master Plan process, examine locations where neighborhoods and communities can be connected to adjacent parks and trails where feasible.
D	Retain and restore native vegetation where possible.
E	Re-vegetate graded slopes adjacent to natural hillsides and canyons with native, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity.
F	Preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan. Seek opportunities to restore vernal pools where appropriate, including working cooperatively with property owners. 1. Protect and preserve vernal pool habitat including watershed from vehicular or other human-caused damages in the Coastal Zone. 2. Prevent encroachment into wetlands including vernal pool habitat in the Coastal Zone.
G	Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, Natural Resource Management Plans, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources. Refer to the San Diego Municipal Code.
H	Minimize grading and alterations of steep hillsides and other significant natural features within the community and require construction to conform as closely as possible to existing terrains.
I	Preserve areas mapped as designated open space through easements, open space dedication and/or fee title ownership by the City of San Diego.
J	Support opportunities to repair and retrofit storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration. Promote green infrastructure in developed areas to reduce flows into the storm water system. Encourage limiting the use of concrete in favor of more natural, vegetated designs, including streambed bioengineering, when designing storm drain outfalls.
K	Ensure "buffer zones" sufficient to protect environmentally sensitive habitat areas for new development are determined through the criteria contained within the Environmentally Sensitive Lands regulations and MHPA Land Use Adjacency Guidelines..
L	Preserve identified wildlife corridors and prevent habitat fragmentation of canyons by requiring conformance with MSCP guidelines such as buffers, landscaping, and barriers. Seek opportunities to enhance wildlife corridors through manmade crossing structures, wildlife friendly fencing and other best practices.
M	Consider the effects of mobility projects on public coastal access and other public recreational resources such as trails and parks, where applicable, for bicycle, pedestrian and transit access, and vehicle circulation within the Coastal Zone.
N	Design trail connections consistent with the MSCP Subarea Plan and Vernal Pool Habitat Conservation Plan.

Table 1: Plan Policies	
5.0 Conservation and Open Space Policies	
5.1 Connections and Accessibility	
A	Promote open space conservation of natural lands and provide open space linkages (where appropriate), trailheads and bike/pedestrian access with clearly marked entrances. Limit public access
B	Connect open space trails with major canyons, neighborhood parks, schools and private open space areas where feasible and where appropriate and in conformance with MCSP and MHPA guidelines. ~~The proposed trail system is illustrated in Figure 27.~~
C	Provide opportunities for public access to open space, including portions of the MHPA, through low impact recreation, scenic overlooks, environmental education and research.
D	Increase accessibility to the beaches and shoreline in a manner compatible with resources preservation.
E	Connect adjacent communities to trails and trail-adjacent parks by extending existing trails or providing new ones.
F	Design trail and pathway connections consistent with the MSCP Subarea Plan Section 1.5.2: General Management Directives and VPHCP Section 4.2.6: Parks and Recreation. Coordinate with wildlife agencies to implement applicable environmental regulations.
G	Limit public access to portions of the MHPA until further project-level analysis can confirm that such access is compatible with specific areas in the MHPA in accordance with the MSCP Subarea Plan and VPHCP.
5.2 Compatible Development	
A	Promote development patterns that are consistent with MSCP, VPHCP, and other applicable regulations and that preserve natural landforms, public and private open spaces, wildlife linkages, sensitive species and habitats, watersheds and natural drainage systems, and that contribute to clean air and clean water and help the city meet its climate action and resilience goals.
B	Support minimizing the visual, noise, and lighting-related impacts of new development to canyons.
C	Minimize and evaluate the use of night lighting along the canyons and adjacent to sensitive habitat areas, consistent with MHPA Adjacency Guidelines, ESL regulations, and Outdoor Lighting regulations.
5.3 Landform Preservation	
A	Preserve canyons, hillsides and natural drainage systems. Grading should be kept to a minimum, particularly adjacent to designated open space areas and the MHPA.
B	Preserve the community's natural topography, particularly in the coastal zone and in major canyon systems.
C	Minimize grading and alterations of steep hillsides and other significant natural features and habitats, such as Oak Woodlands, Coastal Sage Scrub, and Maritime Chaparral, within the community and require construction to conform as closely as possible to existing terrains.
D	Minimize the amount of grading by proposing roadways to follow natural contours.
E	Ensure the clustering of housing, variation in lot sizes, stepping-back façades, providing split-level units or other alternatives to standard slab foundations to minimize the amount of grading.
5.4 Steep Slopes	
A	Implement the Environmentally Sensitive Lands regulations related to biological resources and steep hillsides for all new development. Prevent development, grading, or alterations of steep slopes greater than 25 percent grade or in open space canyons.
B	Assure implementation of remedial measures to protect future development in landslide-prone areas along the canyon slopes by conducting a comprehensive geotechnical study and implementing recommended remedial measures prior to any development of vacant land designated as geologic hazard category 21 or 22, as identified in the San Diego Seismic Safety Study. Remedial mitigation measures include but are not limited to: removal/replacement of unstable deposits, installation of stabilizing features such as buttress fills or shear pins, or the use of protective barriers.
5.5 Water Quality and Erosion	
A	Maintain storm drain discharge systems to prevent erosion, pollution, and runoff and improve water quality by adequately controlling flow and providing filtration.
B	Contribute to the maintenance or improvement of regional water quality by controlling siltation and urban pollutants in runoff.
C	Encourage the conservation of water in the design and construction of buildings and in landscaping.
D	Accomplish runoff control by utilizing catchment basins, siltation traps, or detention basins along with energy dissipating measures or by other methods which are equally effective.
E	Avoid grading during the rainy season when possible. Erosion should be minimized by grading in increments during the rainy season and by using temporary erosion control measures. In areas where grading is completed, all disturbed slopes should be stabilized by vegetation or other means prior to the rainy season.

Table 1: Plan Policies	
F	Minimize water runoff and reduce the use of chemical-based fertilizer and herbicide at the Torrey Pines Golf Course where feasible.
G	Ensure that storm drain discharge projects are constructed or rehabilitated to avoid discharge over bluffs or directly into the ocean. If feasible alternatives are not possible, ensure that all impacts are minimized and mitigated to the maximum extent feasible.
H	Maintain storm drain discharge systems to prevent erosion and improve water quality by adequately controlling flow and providing filtration.
I	Encourage private property owners to design or retrofit landscaped or impervious areas to better capture stormwater runoff, and repair and maintain drainage outfalls and brow ditches that discharge directly to or are within open space lands.
J	Integrate stormwater Best Management Practices (BMPs) on-site to maximize their effectiveness, where feasible. 1. Encourage use of green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from buildings for re-use. 2. Use downspouts to discharge into areas that can effectively reduce direct flows of rainwater from buildings to the stormwater drainage system. 3. Minimize on-site impermeable surfaces, such as concrete and asphalt, and encourage use of permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to effectively detain and infiltrate more run-off on-site.
	Encourage Low-Impact Development (LID) practices such as bioretention, porous paving, and green roofs, that slow runoff and absorb pollutants from roofs, parking areas and other urban surfaces, where feasible. 1. Incorporate bioswales or other appropriate LID design practices where sufficient public rights-of-way and other conditions allow throughout the community. 2. Prioritize efforts to capture stormwater before it enters canyons or natural open spaces.
5.6 Biological Resources	
A	Retain native vegetation where feasible and replant disturbed areas and open space with native, non- invasive, drought tolerant, and fire-resistive species to improve drainage conditions, reduce slope erosion and instability, and restore biological diversity. New development within or adjacent to the MHPA must comply with the MHPA Land Use Adjacency Guidelines.
B	Preserve and enhance biologically diverse ecosystems and improve viability of endangered, threatened and sensitive species and their habitats with consideration for climate change.
C	Manage open space systems that preserve canyonlands, habitat, and sensitive biological resources for the long term.
D	Protect biological resources through implementation of the city's MSCP Subarea Plan, Vernal Pool Habitat Conservation Plan, Biology Guidelines, and Environmentally Sensitive Lands regulations for the preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with Section 30240 of the Coastal Act.
E	Preserve identified wildlife corridors in order to reduce habitat fragmentation between canyons by requiring conformance with the MSCP guidelines such as restricted development, buffers, landscaping, and barriers. Seek opportunities to enhance wildlife corridors through crossing structures, wildlife friendly fencing and other best practices.
5.7 Wetlands	
A	Preserve, enhance, and restore wetland resources, including estuarine and coastal waters, creeks, bays, riparian wetlands and vernal pools, to provide ecosystem functions and services, wildlife habitat, water quality improvement, carbon sequestration, and resilience to climate change.
B	Ensure that all new private development, adjacent to wetlands, floodplains, vernal pools, and other sensitive resources, is designed to minimize adverse effects to the resources consistent with the Environmentally Sensitive Lands regulations in the Land Development Code.
C	Work cooperatively with property owners and responsible agencies to preserve and manage vernal pools in accordance with the Vernal Pool Habitat Conservation Plan and Environmentally Sensitive Lands regulations.
D	Support restoration and enhancement strategies that minimize the presence of man-made structures in wetland resources.
5.8 Preservation Easements	
A	Preserve designated open space areas through easements, open space dedication and/or fee title ownership by the City of San Diego.
B	Utilize easements to reduce erosion, preserve native species and representative habitats, and to buffer open space parks and canyons from urban encroachment.

Table 1: Plan Policies	
5.9 Education and Interpretation	
A	Enhance City-owned open space canyons and hillsides by providing kiosks, interpretive signage, and wayfinding elements to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas. Features shall be in conformance with existing MSCP and MHPA guidelines.
5.10 Floodplains/Riparian Areas	
A	Preserve the floodplain of the major canyon systems in the University Community and prevent the runoff of fertilizers, pesticides and other urban pollution into riparian and floodplain areas.
B	Consider new construction within floodplain areas only in accordance with adopted development regulations and in consideration of climate change projections with proper setbacks and buffer areas from wetland areas as applicable.
C	Ensure exotic or invasive plant species are not be planted within or adjacent to existing sensitive habitats and ensure the removal of non-native species to protect biological resources.
D	Provide an appropriate mix of both native and low or very low water needs tree types to provide a diverse ecosystem more able to adapt to changing environmental pressures and avoid species that are on the California Invasive Plant Council list.
5.11 Paleontology and Archaeological Resources	
A	Avoid the loss of paleontological resources as a result of grading activities for development.
B	Provide for the identification and recovery of significant paleontological resources.
C	Identify and mitigate impacts to paleontological resources, if necessary, through the environmental review process.
D	Identify potential impacts to archaeological resources during the permit process. If the impact of the proposed development is determined to be significant, mitigation measures should be determined by a qualified archaeologist and required as a part of project approval.
E	Encourage development to be carefully sited and designed to avoid adverse impacts to archaeological and paleontological resources to the maximum extent feasible.
5.12 Coastal Resources	
A	Ensure buffer zones sufficient to protect environmentally sensitive habitat areas, special status species and wildlife corridors from new development as determined by criteria contained within Environmentally Sensitive Habitat Areas (ESHA).
B	Implement applicable regulations of the Environmentally Sensitive Lands regulations, Biology Guidelines, and MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources, including Environmentally Sensitive Habitat Areas, consistent with section 30240 of the Coastal Act.
5.13 Area Specific Conservation and Open Space Policies	
A	Preserve the open space areas of Torrey Pines Mesa and coastal area, Sorrento Valley, Roselle, and Soledad Canyon hillsides and canyons, Rose Canyon, San Clemente Canyon and areas most severely impacted by aircraft overflights.
B	Preserve the scenic qualities of the surrounding coastal and canyon viewshed areas within scenic overlooks in Rose Canyon, San Clemente Canyon, Sorrento Valley, Roselle canyon, and the canyon area between Campus Point Drive and Towne Centre Drive.
C	Develop the Torrey Pines City Park in accordance with the Torrey Pines City Park General Development Plan to enhance unique recreational opportunities, such as beach access and gliding activities, while preserving existing biological and archaeological resources and topographic features.
D	Support opportunities to retain Soledad Canyon Open Space areas in an open and natural state. Strategies can include preserving areas as open space easements or deeding to the City of San Diego for open space.
E	Encourage mitigating any disturbance of the hillsides with contour grading and revegetation with native species in Soledad Canyon Open Space.
F	Preserve steep hillsides facing the canyons by establishing easements in conjunction with new development in Soledad Canyon Open Space.
G	Retain the areas influenced by MCAS Miramar activities as open space per the existing fee ownership of the Federal Government in the interest of public health, safety and welfare.
H	Protect and restore Rose Canyon ecosystems and watershed habitats.
I	Protect and restore Rose Canyon Open Space Park for education, research, stewardship, and passive recreation. Recognize the topography, vegetation and scenic value of Rose Canyon.
J	Pursue an open space easement with access along the north side of the AT & SF Railroad between I-5 and I-805.

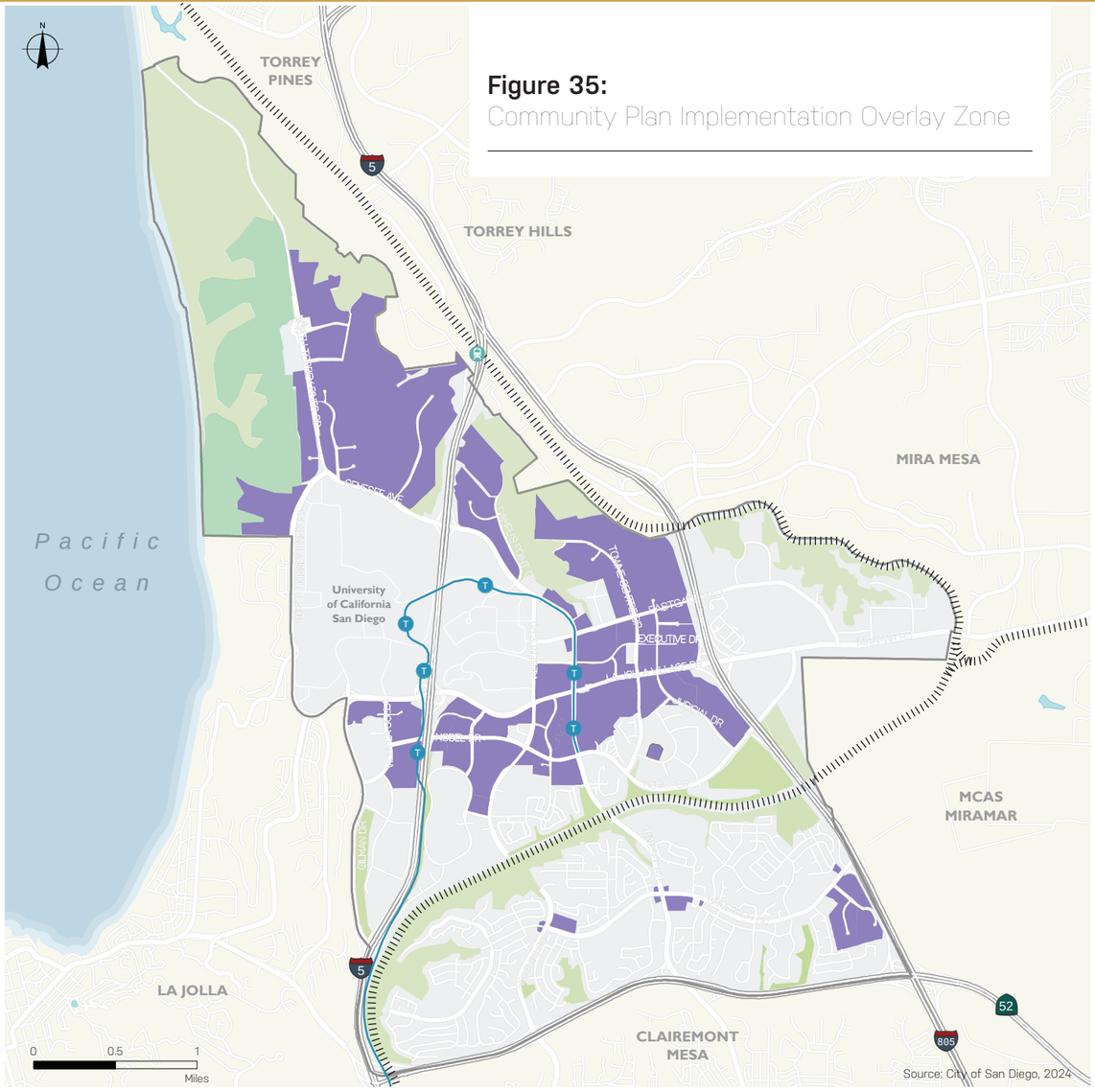
Table 1: Plan Policies	
K	Preserve the three branches of San Clemente Canyon which extend northward into South University as open space by retaining existing open space easements. These areas include 19.47 acres between Stadium Street and Tulane Street, approximately three acres west of Kantor Street and 15.47 acres east of Gullstrand Street, developed as a golf course.
L	Preserve the slopes along Gilman Drive between I-5 and Via Alicante as undeveloped open space.
M	Provide a visual extension of the open space corridor north from Via Alicante to La Jolla Village Drive on properties bordering Gilman Drive.
N	Enhance the visual quality and continuity of the Gilman Drive slopes open space corridor by completing the Coastal Rail Trail, implementing landscaping and site design on private properties adjacent to the canyon, and collaborating with UC San Diego to integrate the trail through the campus.
5.14 Sustainability	
A	Support a sustainable and efficient land use pattern and mobility system that reduces automobile trips and greenhouse gas emissions and promotes safe pedestrian and bicycle transportation and mass transit.
B	Encourage sustainable design that reduces greenhouse gas emissions and dependency on non-renewable energy sources, makes efficient use of resources, and incorporates sustainable landscaping, water use, and storm-water management
C	Utilize sustainable design that reduces emissions, pollution, and dependency on non-renewable energy sources, makes efficient use of local resources, and incorporates sustainable landscaping, water use, and storm-water management.
5.15 Energy Conservation	
A	Reduce energy consumption by requiring energy efficiency in building design and landscaping and by planning for a self-contained community and energy-efficient transportation.
B	Maximize opportunities for active and passive heating and cooling through site design by means of appropriate building orientation, solar access and landscaping.
C	Include compensating measures as part of proposed development if there will be impacts to solar energy systems off-site.
D	Incorporate measures to increase energy-efficient forms of transportation for commercial and industrial developments. Supply bicycle racks, showers, priority parking for car pools, bus stops with support facilities, charging stations for electric vehicles, and other incentives.
5.16 Water Conservation	
A	Incorporate equipment and devices with low water requirements for building construction.
B	Utilize native, drought-tolerant plants and efficient watering systems as part of landscaping plans. In addition, as health laws allow, "Gray Water" or water reuse systems should be explored for application within the community.
6.0 Historic Preservation Policies	
6.1 Native American Consultation	
A	Conduct project-specific Native American consultation early in the discretionary development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites with cultural or religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
6.2 Cultural Investigations	
A	Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
6.3 Mitigation	
A	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of development, including measures to monitor and recover buried deposits from the tribal cultural, archaeological and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.
6.4 Significant Properties	
A	Consider eligible sites for listing on the City's Historical Resources Register, any significant archaeological or Native American cultural sites that may be identified as part of future development within the community, and refer sites to the Historical Resources Board for designation as appropriate. Consideration should be given to any sites identified by a future Cultural Resources Report as having been previously evaluated as eligible for listing.
B	Identify and evaluate properties within the University Community for potential historic significance, and refer properties found to be potentially eligible to the Historical Resources Board for designation, as appropriate. Consideration should be given to the properties identified in the Study List contained in the University Community Planning Area Historic Context Statement and Survey.

Table 1: Plan Policies	
C	Complete a Reconnaissance Survey of the un-surveyed portions of the community based upon the University Community Planning Area Historic Context Statement to assist in the identification of potential historic resources, including districts and individually eligible resources.
D	Complete an intensive-level survey and evaluation for potential historical significance of the Tier 1 Communities identified by the University Community Planning Area Focused Reconnaissance Survey.
E	Implement an exemption for the residential Tier 2 and 3 Communities identified by the Focused Reconnaissance Survey from the requirement for a site-specific survey for identification of a potential historical building or historical structure under San Diego Municipal Code Section 143.0212. An exemption is warranted due to their low sensitivity.
F	Evaluate the possibility of a multi-community or Citywide historic context statement and Multiple Property Listing related to the life science industry in San Diego.
G	Promote opportunities for education and interpretation of the community's unique history and historic resources through mobile technology (such as phone applications); printed brochures; walking tours; interpretative signs, markers, displays, and exhibits; and art. Encourage the inclusion of both extant and non-extant resources.
7.0 Public Facilities, Services, and Safety Policies	
7.1 Public, Semi-Public, and Community Facilities and Services	
A	Continue to use and seek a broad range of funding sources to finance public facilities and infrastructure, including grants and agreements with private property owners.
B	Support the formation of districts and programs where property owners and/or business owners assess themselves for the benefit of public enhancements beyond the general services provided by the City. These enhancements include but are not limited to: landscape, lighting, streetscape improvements and maintenance, signage and banners, street furniture, and climate resilient features/investments.
7.2 First Responders	
A	Maintain sufficient fire-rescue and police services to meet demands of continued growth and development in the University Community.
B	Support the upgrades, modernization of facilities and equipment, and/or expansion of the stations serving the University Community, as necessary, to adequately respond to fires and emergencies.
7.3 Schools	
A	Pursue joint use opportunities, where appropriate, and subject to California Department of Education (CDE) requirements and the availability of funding.
B	Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within the University Community, including a potential elementary school facility within the vicinity of La Jolla Village Drive and Genesee Avenue.
C	Emphasize connections with surrounding uses, strive for efficient use of available land, and consider urban design principles as they apply to school construction and siting.
D	Encourage the collaboration between the San Diego Unified School District, University of California-San Diego, and other educational centers for siting school facilities.
E	Support expansion and upgrades, up to and including improved pedestrian facilities, crosswalks, and Safe Routes to School Programs, to school sites.
F	Encourage the establishment of charter schools within the community mixed-use village areas.
G	Encourage the expansion of accessible educational facilities for families and adult learners.
H	Encourage a variety of healthy food options near schools; locate liquor stores and marijuana dispensaries, where applicable, away from school sites.
7.4 Seismic Safety	
A	Prepare geotechnical investigation reports in support of proposed development or construction projects. The geotechnical investigation reports should address geologic and seismic hazards in accordance with City of San Diego Guidelines for Geotechnical Reports and provide recommendations to avoid or reduce these hazards to an acceptable level of risk.
B	Maintain and improve the seismic resilience of structures. Structures at risk of collapse during a significant earthquake should be inventoried for potential funding opportunities to assist with seismic retrofits.

Table 1: Plan Policies	
C	Enforce current City development and construction standards and standard of practice through technical review of proposed project and inspection of approved projects
7.5 Noise	
A	Encourage site planning, design and construction, operational measures, and on-site noise level limit practices that minimize noise, especially for and within mixed-use sites. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
B	Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels (e.g., forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, etc.).
C	Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms and noise barriers to mitigate freeway and highway traffic noise.
D	Seek to reduce exposure, when parks are in noisier areas, through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in quieter areas of the site.
E	Encourage including acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise in structures with noise sensitive land uses. Consider retrofitting existing structures with the same treatments.
7.6 Smart City / Technology	
A	Install LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution when lighting new and existing roadways. Further, smart sensors should be installed to gather real time data on parking and carbon emissions as well as how to improve intersections and emergency response.
B	Evaluate emerging technologies that can help reduce green gas emissions and encourage use of said technologies when it is has been demonstrated to be an effective, and fiscally responsible investment.
C	Utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community, where feasible.
D	Partner with higher education, industrial, innovation, and technology companies within the University Community to pilot energy conservation, clean energy technologies, and greenhouse gas reduction technologies.
7.7 Air Quality	
A	Encourage new residential buildings located within 500 feet of a freeway to incorporate building features to reduce the effects of air pollution.
B	Encourage strategies to mitigate air pollution sources in the siting, design, and construction of residential units and other uses with sensitive receptors.
7.8 Heat	
A	Encourage landscape and design elements that mitigate the urban heat island effect.
B	Promote cooling centers and ensure they are well-resourced.
C	Consider the implementation of resilience hubs in the community.
D	Consider transportation accessibility to cooling centers and resilience hubs.
7.9 Flooding and Sea Level Rise	
A	Continue supporting comprehensive conservation of the Rose Canyon habitat to mitigate floodplain inundation.
B	Maximize planning and implementation of green infrastructure at both the watershed scale and site specific locations.
C	Enhance implementation of the Watershed Asset Management Plan (WAMP) to evaluate stormwater infrastructure vulnerability to flooding and prioritize infrastructure upgrade & replacement based on highest risk.
D	Consider risks of sea level rise to coastal areas, including flooding and cliff erosion. Consider public safety in all uses of at risk areas.
E	Ensure development uses the most current and best available scientific research data when assessing climate change and sea level rise.
F	Avoid new development in locations vulnerable to sea level rise, including coastal flooding and erosion. Properly site development to avoid the need for future shoreline protective devices and to avoid and minimize risks from sea level rise over the life of the development.

Table 1: Plan Policies	
G	Allow the placement of shoreline protective devices, such as concrete seawalls, and revetments, when required to protect existing structures in danger from erosion, consistent with Coastal Act Section 30235 and 30253.
H	Monitor sea level rise impacts and adjust implementation of adaptation strategies into redevelopment where feasible.
I	Use nature-based solutions as a preferred alternative for protection of existing structures to sea level rise impacts. Site and design development so it does not rely on existing or future shoreline protective devices.
7.10 Fire	
A	Protect neighborhoods from unreasonable risk of wildfire within Very High Fire Hazard Severity zones through the encouragement of responsible brush management by property owners.
B	Maintain ongoing brush management within the City-owned public space to minimize the risk of structural damage or loss due to wildfires consistent with encroachment limitations of brush management and Environmentally Sensitive Lands regulations of the Land Development Code.
C	Promote wildland fire preparedness including emergency evacuation plans and mapping of routes for residential households.
D	Encourage fire resistant building and site design, materials, and landscaping, especially for development within very high fire hazard severity zones.

Figure 35:
Community Plan Implementation Overlay Zone



Community Plan Implementation Overlay Zone

Community Plan Implementation Overlay Zone

1. Purpose and Applicability

a. The Community Plan Implementation Overlay Zone (CPIOZ) specifies supplemental development regulations to provide benefits to the community in exchange for increased density. These regulations are a key strategy to implement public spaces, affordable housing, community-serving retail, and other community priorities as development occurs.

b. The purpose of the University Community Plan Implementation Overlay Zone (CPIOZ)-Type A is to provide supplemental development regulations that implement the urban design policies of the Community Plan and to provide benefits to the community in exchange for increased density provided through zoning to property owners.

c. The University CPIOZ-Type A is applied within the boundaries as shown in Figure 35 per Chapter 13, Article 2, Division 14 of the Land Development Code.

d. Where there is a conflict between a University CPIOZ-Type A supplemental development regulation and the development regulation of the applicable base zone, the University CPIOZ-Type A supplemental development requirement shall apply.

e. All non-conflicting development regulations of the Land Development Code apply.

f. Any *development* within the boundaries of the University CPIOZ–Type A that complies with the supplemental development regulations and the development regulations of the Land Development Code can be processed ministerially.

g. Any *development* within the boundaries of the University CPIOZ–Type A that does not comply with the supplemental development regulations in this section requires a Process Three Site Development Permit; however, a development that contains a residential use within a *Sustainable Development Area* may be permitted with a Process Two Neighborhood Development Permit.

h. Interior improvements to an existing building that do not involve a change of use from the allowed uses of the applicable base zone or provide additional floor area or improvements are not subject to the University CPIOZ-Type A supplemental development regulations.

i. The University CPIOZ-Type A supplemental development regulations shall not apply to proposed *development* that is temporary or incidental and is consistent with the intent of CPIOZ-Type A supplemental development regulations as determined by the Planning Director.

j. The University CPIOZ-Type A contains general supplemental development regulations. General supplemental development regulations shall apply to development within the boundaries of the University CPIOZ-Type A, as shown in Figure 35.

2. Definitions

The following definitions are applicable to the University CPIOZ-Type A supplemental development regulations. Where not otherwise specified, the definitions found in Chapter 11, Article 3, Division 1 of the Land Development Code shall apply. Each word or phrase that is defined in the University CPIOZ-Type A supplemental development regulations, or in Chapter 11, Article 3, Division 1 of the Land Development Code, appears in the text in italicized letters.

Centerline means a line along the center of a street or highway dividing it into separate sections for traffic moving in opposite directions.

Curbline means a line, whether curbing exists or not, which is the edge of the pavement or shoulder.

Frontage zone means the section of the public right-of-way between the *throughway zone* and the *property line*. It can provide additional space for sidewalk cafes and landscaping. In high pedestrian areas or narrow *parkways*, the throughway zone may extend to the *property line* and not include a *frontage zone*. Refer to Chapter 14, Article 1, Division 6 of the Municipal Code for regulations for Sidewalk Cafes, Streeteries, and Active Sidewalks.

Furnishing zone means the section of the public right-of-way between the curb and the *throughway zone* in which street trees, lights and furniture which include trash and recycle receptacles and bicycle parking are provided.

Parkway means the public right-of-way from the curb to the property line that includes the *throughway zones*, *furnishing zones* and *frontage zones*. (Refer to the Street Design Manual)

Paseo means a space that provides pedestrian access way between buildings connecting a street, private driveway, and/or *promenades*, *public parks*, and *public spaces* abutting or within a *premises*.

Pedestrian features mean a *paseo*, pedestrian path, or multi-use pedestrian and bicycle path. Refer to the Street Design Manual for the design of multi-use paths.

Platform means a public space located above the ground level that encroaches into the public right-of-way to connect

an elevated light rail transit station to adjacent buildings.

Plaza means a public space at ground level with is primarily composed of hardscape.

Podium means a public space located above ground level on a building or parking structure.

Promenade means an enhanced pedestrian area parallel to the public right-of-way with a pedestrian pathway to enhance the *throughway zone* with the public right-of-way and can include seating areas, landscaping, shade trees and plants in containers.

Public space means an area that is adjacent to or accessible from a public right-of-way and can include play areas, pedestrian pathways, seating areas, game tables, performance areas, water features, usable lawn areas, paving, shurb beds, and plants in containers.

Stepback means the distance measured from a *property line* to the building walls of the upper floors of a building above a specified height.

Throughway zone means the section of the public right-of-way between the *furnishing zone* and the *frontage zone* or the building fronting the street. It is the primary accessible pathway that runs parallel to the street. The *throughway zone* ensures that pedestrians have a safe and adequate place to walk free of obstructions.

Urban green means a public space at ground level, primarily composed of multi-purpose turf or other active usable ground cover.

3. Public Right-of-Way Improvements

Improvements within the public right-of-way shall be designed to the satisfaction of the City Engineer based on City standards.

4. General Requirements

The following supplemental development regulations apply to *development* in the boundaries of the University CPIOZ-Type A.

A. *Public Space*

SDR-A.1. Required Public Spaces.

1. *Public spaces* shall be required with the following amenities:

   a. *Development* on a *premises* equal to or greater than 400,000 square feet shall provide *public spaces* that include at least 6 amenities identified in Table 2.

   b. *Development* on a *premises* equal to or greater than 200,000 square feet, but less than 400,000 square feet, shall provide *public spaces* that include at least 3 amenities identified in Table 2.

   c. *Development* on a *premises* equal to or greater than 100,000 square feet, but less than 200,000 square feet, shall provide *public spaces* that include at least 2 amenities identified in Table 2.

   d. *Development* on a *premises* equal to or greater than 25,000 square feet, but less than 100,000 square feet, shall provide *public spaces* that include at least 1 of the amenities identified in Table 2.

2. An applicant can choose to satisfy its *public space* requirements under SDR-A.1 through the provision of one or more of the following *public space* types: *plaza, promenade, podium, platform* or *urban green,* as specified under SDR-A.2 and SDR-A.3.

3. Exemptions to the requirements to provide *public spaces* under SDR-A.1 shall apply in the following circumstances:

   a. *Development* that qualifies for an exemption to the Citywide Park Development Impact Fees by constructing on-site park improvements in accordance with SDMC Section 142.0640 and City Council Policy 600-33 shall not be required to comply with SDR-A.1 as it relates to providing a *public space*.

   b. *Development* shall be exempted from providing *public space* if the *development* is located on *premises* less than 25,000 square feet, or with a *development* gross floor area less than 75,000 square feet.

Table 2 Public Space Amenity Types[1]

Amenity Type	Required Amenity Features	Category[2]
All-Weather Shade Cover/ Pavilion with Tables and Seating	One all-weather shade cover/pavilion measuring 400 square feet or greater, with a minimum of two sets of fixed or movable tables and chairs. Shade covers shall not replace appropriate tree plantings or count toward tree canopy coverage.	1
Community Garden	A community or native demonstration garden containing at least 10 plots with a minimum of 100 square feet of soil area per plot, as well as a water meter and access to water.	1
Interactive/Technology Element[3, 4]	A piece of interactive or technology element (publicly accessible Wi-Fi, solar panel furniture/feature, touchable information board, smart kiosks, etc.) that is accessible to the public.	1
Multi-Purpose Turf Area	A minimum of 10,000 square feet of continuous turf with a slope of 5 percent of less in order to support universal access. If the multi-purpose turf area is to be used for athletic competition, the slope shall be 2% or less.	1
Off-Leash Dog Area	A minimum of 2,000 square feet of fenced-in, off-leash dog area.	1
Placemaking Elements [3, 4]	A minimum of two (2) placemaking elements such as decorative lighting, interactive art, interactive playscape, climbing walls, elements of historical or cultural relevance, community activation elements/games, gathering areas, multi-functional "centerpiece" furniture, or similar.	1
Play Area	A minimum of 750 square feet with children's play equipment and safety surfacing. Separate play areas should be provided for kids ages 2-5 and 5-12. A minimum of three (3) play pieces shall be provided per play area.	1
Fitness Circuit[3]	A minimum of three (3) pieces of fitness equipment with clear signage. Circuit equipment must be accompanied by a connecting path.	1
Performance/Event/Cultural Space[3]	A minimum of 2,500 square feet of paved area with seating for a minimum of 40 people, lighting and utilities (power, data, sound).	2
Splash Pad[3]	A Splash Pad (otherwise considered a "water playground") measuring a minimum of 750 square feet.	2
Sports Court with Lighting	A minimum of one (1) full court or two (2) half-courts for sports which can include but is not limited to: basketball, tennis, pickleball, or sand volleyball. Lighting shall be provided, and shall be sited and directed to minimize impacts to nearby residential uses.	2

[1] All amenities shall be open and available to the public per the public access requirements specified in SDR-A.2(3)(a).
[2] Amenities in category 2 shall satisfy two single amenities requirements.
[3] *Development* shall not utilize this specific amenity more than once.
[4] An alternative compliance determination will be made by the Planning Director for amenities not listed in Table 2.

SDR-A.2 Public Space Design and Access Requirements.

1. Size. A minimum of 5 percent of the premises of the *development* shall be provided as *public space*. The maximum amount of *public space* required shall not exceed more than 75,000 square feet of the total completed *premises*.

   c. If archaeological, tribal cultural, historical, or environmental resources limit the ability to meet the required area for the *public space*, the required area may be reduced to avoid the resource to the satisfaction of the City Manager.

   d. If required stormwater, public utility, or transit infrastructure or facilities limit the ability to meet the required area for the *public space*, the required area may be reduced to locate the required infrastructure or facilities to the satisfaction of the City Engineer.

2. Type. An applicant can choose to satisfy its *public space* requirements through the provision of one or more of the following:

   a. A *plaza* shall meet the following requirements:

      i. The minimum area shall be 1,250 square feet;

      ii. The minimum length and width shall be 20 feet; and

      iii. Shall be in the front yard or street side yard.

   b. A *podium* shall meet the following requirements:

      i. The minimum area shall be 3,000 square feet;

      ii. The minimum length and width shall be 20 feet,;

      iii. Pedestrian access shall be provided from the ground level;

      iv. At least one building entrance shall be provided from the *podium*; and

      v. A pedestrian connection to a pedestrian bridge shall be provided where the development is adjacent to a pedestrian bridge.

   c. A *platform* shall meet the following requirements:

      i. The minimum area shall be 1,500 square feet;

      ii. The minimum length and width shall be 15 feet;

      iii. At least one pedestrian connection shall be provided between an elevated light rail station and the adjacent *development*;

      iv. Pedestrian access shall be provided from the ground level; and

      v. At least one building entrance shall be provided from the *platform*.

   d. A *promenade* shall meet the following requirements:

      i. The minimum width shall be 20 feet measured perpendicular from the *parkway* to the *street wall*; and

      ii. The minimum width shall be 10 feet free of obstructions at any point.

   e. An *urban green* shall meet the following requirements:

      i. The minimum area shall be 3,000 square feet; and

      ii. The minimum length and width shall be 30 feet.

3. Public Access.

   a. The *public space* shall be open and accessible to the public from at least 8:00 a.m. to 8:00 p.m. year-round or during the building owner's general hours of operation or during the business hours of residential leasing and property management staff.

   b. A minimum of 1 wayfinding sign shall be provided per 200 feet of street frontage. The sign(s) shall be at least 2 square feet in size, shall be located along and legible from the public right-of-way, shall advise the public of the hours of public access, and shall direct the public to any *public spaces* not located adjacent to a public right-of-way.

4. Maintenance. *Public spaces* shall be maintained by the property owner.

5. Adjacent Building Façade. A minimum of one building façade shall face the *public space* with the following:

   a. The abutting public space shall be accessible from the adjacent building entrances as follows:

      i. Each commercial retail tenant space or residential dwelling unit; or

      ii. A building's common area for buildings without retail tenant space or residential dwelling units.

   b. Upper stories of a building with a finish floor elevation of more than 25 feet above the public space may have balconies or building elements that project over the *public space*.

6. Landscaping.

   a. A minimum of 20 percent of the *public space* area shall be comprised of landscaping;

   b. A minimum of one, 24-inch box canopy street tree is required for each 500 square feet of public space area or at least 30 percent of all paving within the *public space* shall be shaded by tree canopy, whichever of the two is greater. The shade coverage of a tree shall be determined by the expected canopy at 10-year maturity.

   c. The *public space* shall include landscape designs that provide viewable serveillance, including visibility from the abutting building or *parkway*; and

   d. Required best management practices (BMPs) for stormwater may be constructed within the landscaped area of the *public space*, so long as pedestrian access to and within the *public space* is not hindered by the BMPs.

7. Visibility and Lighting.

   a. A *public space* shall be designed to be visible from the abutting building or *parkway*.

   b. A *public space* shall have lighting to ensure adquate visibility, and the lighting design shall be coordinated with lighting used in the *parkway* or with the architectural lighting of the abutting building.

   c. Lighting shall be provided on either poles or bollards at the entrance, pedestrian pathways and edges of the public spaces.

8. Design.

   a. Seating shall be provided at a minimum of at least one linear foot for every 100 square feet of *public space*;

   b. A minimum of 50 percent of the *public space* shall be free of physical barriers or obstructions to ensure universal access;

   c. *Public spaces* shall provide pedestrian connections to the abutting *throughway zone* and building entrances;

   d. A trash and recycling container shall be provided at a minimum of one for every 100 linear feet of *public space* that abuts a throughway zone;

   e. Patios, tables, and seating operated by on-site commercial tenants may be included within the *public space* if they are accessible to the public and are limited to no more than 20 percent of the *public space* area; and

   f. The *public space* shall use different paving material from the *parkway* to delineate the area maintained by the property owner.

9. Parking structure entrances, driveways or passenger drop-offs are only permitted within a *public space* if the *premises* does not have access to another public right-of-way, subject to the satisfaction of the City Engineer.

10. Automobile parking spaces, loading berths/zones, trash storage facilities, utility boxes, as well as the access or service for these facilities are not permitted within the *public space*.

11. *Development* providing a *public space* may count the square footage of the *public space* toward the common open space requirements of the base zone and landscape requirements.

12. *Development* on a property with a mixed use base zone with a premise greater than five acres shall be exempted from the requirements of SDMC Section 131.0718(d)(6) if the development provides *public space* under SDR-A.1, SDR-A.2, and/or SDR-A.3.

SDR-A.3 Executive Drive Promenade.

1. *Development* fronting the north side of Executive Drive from Regents Road to Judicial Drive shall satisfy it's requirements under SDR-A.1 by providing a promenade along Executive Drive.

2. Development fronting the north side of Executive Drive from Regents Road to Judicial Drive shall provide a *parkway* adjacent to the *promenade* with a minimum width of 35 feet comprised of the following:

   a. A pedestrian path of travel shall have a minimum width of 15 feet;

   b. A separated bikeway shall have a minimum width of 6 feet with a 3 foot wide buffer on each side of the bikeway between the pedestrian path of travel and the *furnishing zone*; and

   c. A *furnishing zone* with a minimum width of 6 feet from the face of curb inward.

   d. A *frontage zone* is not required.

SDR-A.5 Public Space In Lieu Fee Option

As an alternative to providing the required public space, an applicant may choose to opt for one or both of the following options:

1. The applicant may purchase amenity points, up to a maximum of 25 percent of the total required amenities based on Development size (with a minimum of 1 amenity point) at a rate of $480,835 per amenity point and will rise annually in accordance with SDMC Section 142.0640(c). Payment shall be deposited into the Citywide Park Development Impact Fee Fund prior to final inspection.
2. The applicant may purchase a reduction in the required size of the public space amenity at a rate of $170 per square foot of reduction, up to a maximum of 25 percent of the total required public space amenity size. Payment shall be deposited into the Citywide Park Development Impact Fee Fund prior to final inspection.

B. Pedestrian Connectivity

SDR-B.1 Pedestrian Connectivity.

1. *Development* located on a *premises* equal to or greater than 25,000 square feet shall provide at least one or more *pedestrian features*, which shall be satisfied through the provision the following:

   a. A *paseo* shall be continuous, clear of obstructions and shall have a minimum width of 12 feet.

   b. A pedestrian path shall be continuous, clear of obstructions and shall have a minimum width of 5 feet.

   c. Multi-use path for pedestrians and bicycles shall be continuous, clear of obstructions and shall have a minimum width of 12 feet. (Refer to the Street Design Manual)

2. The *pedestrian feature* shall connect the primary building entrances, each commercial tenant space, *public spaces* and vehicle parking areas from a *parkway* along an abutting public or privately maintained street.
3. Pedestrian entrances located at the front or street side *property line*, where the building setback is zero, qualify as a required pedestrian feature.
4. For *premises* fronting more than 3 public or privately maintained streets, pedestrian path shall connect to at least three streets. A *paseo* connecting at least two public or privately maintained streets shall satisfy this requirement.
5. *Pedestrian features* shall have a different paving material from the *parkway* to delineate the area maintained by the property owner.

C. Building Transition

SDR-C.1 Building Transition - Residential.

Development with a residential use with a structure height exceeding 30 feet on a property with a permitted density of greater than 55 dwelling units per acre abutting residential zoned properties with a permitted density of less than 30 dwelling units per acre shall not exceed the transition plane as shown in Figure 36 and subject to the following requirements:

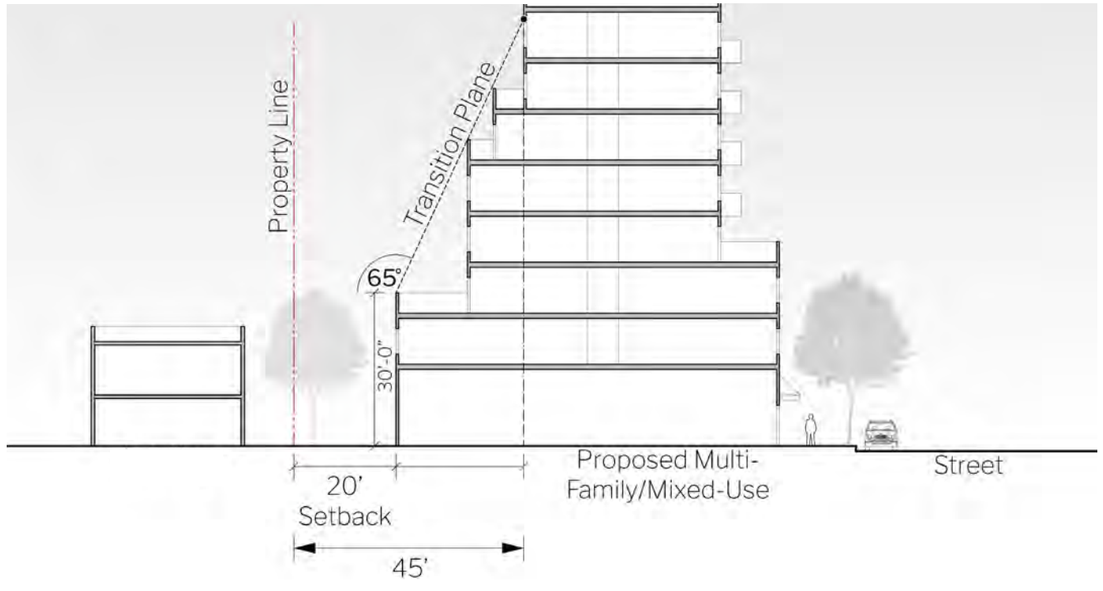
1. A 65-degree angle transition plane shall start at a point 30 feet above the finished grade;
2. The building shall be setback 20 feet from the side or rear yard *property line* that abuts lower density residential zoned property;
3. The base of transition plane shall end at a point that extends 45 feet from the side or rear yard *property line* that abuts lower density residential zoned property; and
4. The height of the transition plane shall not exceed 95 feet above the finished grade. The building not within the transition plane can exceed 95 feet if allowed by the base zone maximum.

SDR-C.2 Building Transition - Open Space.

Development with a residential use abutting open space zoned properties shall not exceed a transition plane as shown in Figure 36.

1. A 65-degree angle transition plane shall start at a point 30 feet above the finished grade;
2. The building shall be setback 20 feet from the side or rear yard *property line* that abuts open space zoned property;
3. The transition plane base shall end at a point that extend 45 feet from the side or rear yard *property line* that abuts open space zoned property; and
4. The height of the transition plane shall not exceed 95 feet above the finished grade. The building not within the transition plane can exceed 95 feet if allowed by the base zone maximum.

Figure 36:
Transition Standards



D. Parking Structure Screening

SDR-D.1 Parking Structure Screening.
Above ground automobile parking structure façades fronting a public or privately maintained street shall be screened with landscaping, or an architectural screening.

E. Street Trees

SDR-E.1 Urban Parkway Street Trees.
A minimum of one, 24-inch box canopy street tree is required for each 25 feet of street frontage within the *furnishing zone* of the urban *parkway*.

F. Pedestrian Improvements and Crossings

SDR-F.1 Costa Verde Urban Pathway.
Development fronting or containing the Costa Verde Urban Pathway between the Executive Drive Transit Center and the UTC Transit Center (Pedestrian Path) as shown in Figure 18 shall provide the pedestrian path as follows:

1. Urban Pathway.

   a. The Urban Pathway shall have a minimum width of 10 feet including any design features, and shall provide a continuous path of travel between the at grade pedestrian crossing at La Jolla Village Drive and Brooke Court separate from the public right-of-way;

2. A public access easement shall be provided for the Urban Pathway located within private property, and shall be privately maintained by the private property owner and open to public access during hours of operation of the trolley at the UTC and Executive Drive Transit Centers;
3. Any portions of the Urban Pathway not within the public right-of-way shall use a different paving material from the parkway to delineate the area maintained by the property owner;
4. The Urban Pathway shall include an enhanced pedestrian at-grade pedestrian crossing across La Jolla Village Drive at Costa Verde Boulevard, designed to the satisfaction of the City Engineer; and
4. The Urban Pathway shall be completed to the satisfaction of the City Engineer no later than one (1) year from the final inspection of the final approved phase of the subject development, except that the pedestrian at-grade pedestrian crossing across La Jolla Village Drive as specified in SDR-F.1(4) above may be completed two (2) years from the date that the City approves all required permits for the crossing. A performance bond shall be provided prior to issuance of building permits for development on the subject development property.

SDR-F.2 Pedestrian Improvements.
Development fronting other pedestrian improvements shown in Figure 18 shall provide the following type of improvements:

1. Enhanced pedestrian at-grade crossings or overcrossings designed to the satisfaction of the City Engineer;
2. 2. An irrevocable offer of dedication shall be provided for the area needed for any future pedestrian overcrossing the proposed improvements to the satisfaction of the City Engineer.

G. Complete Streets

SDR-G.2 Complete Streets.
Development fronting the street segments identified in Table 6 shall maintain a minimum *centerline* to *curbline* distance to allow for sufficient public right-of-way for bicycle facilities, flexibile lanes, and general purpose lanes.

H. Community-Serving Retail Development

SDR-H.1 Community Serving Retail.

1. *Development* with a residential use on a property designated community village shall maintain a minimum of 25 percent of gross floor area or 30,000 square feet of gross floor area, whichever of the two is less, for commercial services and retail sales uses such as food, beverage, and/or grocery use.
2. The calculation of gross floor area shall include all buildings excluding structured parking within the *premises*.

I. Freeway-Adjacent Development

SDR I.1 Exterior Common Open Space Adjacent to Freeways.
Buildings with residential uses on a *premises* abutting a freeway right-of-way shall not have exterior common open space within 30 feet from the *property line* abutting a freeway right-of-way.

J. Affordable Housing

The purpose and intent of this supplemental development regulation is to encourage diverse and balanced community by establishing community specific requirements for affordable housing to ensure housing opportunities for persons of all income levels are provided in the University Community.

SDR-J.1 Affordable Homes Requirement.
A *development* with a residential use shall comply with one of the following:

1. Satisfy the Inclusionary Affordable Housing Regulations as set forth in Chapter 14, Article 2, Division 13 of the San Diego Municipal Code through either of the following:

   a. Onsite Option. The construction of the affordable dwelling units on-site in accordance with San Diego Municipal Code section 142.1305(a)(1);

   b. Offsite Option. The construction or rehabilitation of affordable units off-site within a Sustainable Development Area within the University Community Planning Area;

2. As an alternative to SDR-J.1(1), an applicant may elect to comply with one of the following options:

   a. Pay the Inclusionary Affordable Housing In-Lieu Fee in accordance with San Diego Municipal Code Section 142.1305(a)(4), and provide a minimum of 5 percent of the total dwelling units affordable to households whose income does not exceed 80 percent of the area median income either constructed on-site or off-site within a Sustainable Development Area within the University Community Planning Area; or

   b. Pay the Inclusionary Affordable Housing In-Lieu Fee in accordance with San Diego Municipal Code Section 142.1305(a)(4), and provide a minimum of 10 percent of the total dwelling units shall be affordable to households whose income does not exceed 120 percent of the area median income either constructed on-site or off-site within a Sustainable Development Area within the University Community Planning Area; Payment of the Inclusionary Affordable Housing in-Lieu Fee in accordance with San Diego Municipal Code; or

   c. Pay the Inclusionary Affordable Housing In-Lieu Fee in accordance with San Diego Municipal Code Section 142.1305(a)(4) at a rate of 200 percent the otherwise applicable fee.

Appendix

Additional Details

The following tables provide additional information to support the content that is included throughout the plan.

Table 3: Street Tree Matrix

Street	Botanical Name	Common Name (Image iD)	Mature Size (H x W)	Spacing	Water Use	Characteristics
Eastgate Mall (Secondary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Syagrus romanzoffianum	Queen Palm (R)	50' X 30'	30'	Medium	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
Proposed Secondary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Executive Drive (Secondary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Washingtonia robusta	Mexican Fan Palm	100' X 10'	25'	Low	Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Melaleuca quinquenervia	Paperbark Tree (M)	40' X 25'	25'	Low	Evergreen
Proposed Primary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Pinus Canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Genesee Avenue (Primary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Tristaniopsis laurina	Water gum (S)	35' X 30'	30'	Medium	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen

Table 3: Street Tree Matrix

Street	Botanical Name	Common Name (Image iD)	Mature Size (H x W)	Spacing	Water Use	Characteristics
Governor Drive (Primary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
Proposed Secondary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Judicial Drive (Secondary Street)						
Proposed Primary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
La Jolla Village Drive (Primary Street)						
Existing Trees	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Melaleuca quinquenervia	Paperbark Tree (M)	40' X 25'	25'	Low	Evergreen
Proposed Primary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Podocarpus gracilior	Fern Pine (Q)	65' X 25'	25'	Medium	Evergreen
Proposed Secondary Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
Proposed Median Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
Miramar Road (Secondary Street)						
Existing Trees	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Primary Tree	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Metrosideros excelus	New Zealand Christmas Tree (N)	35' X 35'	30'	Low	Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering

Table 3: Street Tree Matrix

Street	Botanical Name	Common Name (Image iD)	Mature Size (H x W)	Spacing	Water Use	Characteristics
Nobel Drive (Primary Street)						
Existing Trees	Eucalyptus sideroxylon	Pink-Flowering Ironbark (H)	90' X 60'	30'	Low	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Jacaranda mimosifolia	Jacaranda (K)	50' X 60'	30'	Medium	Flowering
	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Proposed Median Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
	Cassia leptophylla	Gold Medallion (B)	25' X 30'	30'	Medium	Partly Deciduous - Evergreen
North Torrey Pines Road (Secondary Street)						
Existing Trees	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
Proposed Secondary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Regents Road (Secondary Street)						
Existing Trees	Ceratonia siliqua	Carob (C)	40' X 40'	30'	Low	Evergreen
	Ficus Microcarpa	Indian Laurel Fig (I)	35' X 40'	30'	Medium	Evergreen
	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Eucalyptus camadulensis	Red River Gum (G)	150' X 45'	30'	Low	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
	Erythrina caffra	Coral Tree (E)	40' X 60'	30'	Medium	Deciduous
	Fraxinus uhdei	Evergreen Ash (J)	80' X 60'	30'	Medium	Partly Deciduous - Evergreen
	Erythrina humana	Natal Coral Tree (F)	30' X 20'	25'	Medium	Deciduous
	Platanus racemosa	California Sycamore (P)	40' X 30'	30'	Medium	Native
Proposed Primary Tree	Pinus canariensis	Canary Island Pine (O)	80' X 35'	30'	Medium	Evergreen
	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Secondary Tree	Corymbia citidora	Lemon Scented Gum (D)	160' X 100	30'	Low	Evergreen
	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Accent Tree	Erythrina humana	Natal Coral Tree (F)	30' X 20'	25'	Medium	Deciduous
	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Towne Centre Drive (Secondary Street)						
Proposed Primary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering
Villa La Jolla (Secondary Street)						
Proposed Primary Tree	Lophestomon confertus	Brisbane Box (L)	40' X 20'	25'	Medium	Evergreen
Proposed Secondary Tree	Ulmus parvifolia	Chinese Elm (T)	60' X 70'	30'	Medium	Partly Deciduous - Evergreen
Proposed Accent Tree	Arbutus marina	Strawberry Tree (A)	30' X 25'	25'	Low	Flowering

Table 4: Planned Bicycle Classifications Modifications

Roadway	Segment	Existing	Planned Classification Designation
Arriba St	Palmilla Dr to Regents Rd	Class II	Class IV (One Way)
Arriba St	Regents Rd to Cargill Ave	N/A	Class III
Bothe Av	Rose Canyon End to Stresemann St	N/A	Class III
Callan Rd	N Torrey Pines Rd to Torreyana Rd	N/A	Class III
Campus Point Dr	North End to Genesee Ave	N/A	Class IV (Two Way)
Cargill Ave	Nobel Dr to Arriba St	N/A	Class III
Costa Verde Blvd	La Jolla Village Dr to Nobel Dr	N/A	Class II (Buffered)
Decoro St	Cargill Ave to Genesee Av	N/A	Class III
Eastgate Ml	Regents Rd to Genesee Ave	N/A	Class II (WB) / Class IV (One-Way) (EB)
Eastgate Ml	Genesee Ave to Judicial Dr	Class II	Class IV (One Way)
Eastgate Ml	Judicial Dr to I-805 Overpass	Class II	Class II (WB) / Class IV (Two-Way) (EB)
Eastgate Ml	I-805 Overpass to Olson Dr	Class II	Class IV (Two Way) (EB)
Eastgate Ml	Olson Dr to Miramar Rd	N/A	Class IV (Two Way) (EB)
Executive Dr	Regents Rd to Judicial Dr	N/A	Class IV (One-Way)
Executive Wy	Executive Dr to La Jolla Village Dr	N/A	Class IV (Two-Way)
Genesee Ave	N Torrey Pines Rd to I-5 NB Ramps	Class II	Class IV (One Way, Two Lanes)
Genesee Ave	I-5 NB Ramps to Scripps Hospital Drwy	Class II	Class II (SB) / Class I (One Way) (NB)
Genesee Ave	Scripps Hospital Drwy to SR-52 EB Ramps	Class II	Class IV (One-Way)
Gilman Dr	La Jolla Village Dr to La Jolla Colony Dr	Class II	Class IV (One-Way)
Governor Dr	Stresemann St to Genesee Ave	N/A	Class II (Buffered)
Governor Dr	Genesee Ave to Kantor St	Class II	Class II (Buffered)
Governor Dr	Kantor St to I-805 NB Ramps	Class III	Class II (Buffered)
Greenwich Dr	Governor Dr to Shoreham Pl	N/A	Class II (Buffered)
Greenwich Dr	Shoreham Pl to East End	N/A	Class III
Gullstrand St	Florey St to Governor Dr	N/A	Class III
Judicial Dr	Eastgate Ml to Nobel Dr	Class II	Class IV (One Way)
La Jolla Colony Dr	Gilman Dr to Palmilla Dr	Class II	Class IV (One Way)
La Jolla Village Dr	N Torrey Pines Rd to I-805 NB Ramps	N/A	Class IV (One Way)
Lebon Dr	Palmilla Dr to Nobel Dr	Class III	Class II (Buffered)
Lebon Dr	Nobel Dr to La Jolla Village Dr	N/A	Class II (Buffered)
Miramar Rd	I-805 NB Ramps to Nobel Dr	Class II	Class IV (One-Way)
Miramar Rd	Nobel Dr to Camino Santa Fe	Class II	Class IV (One-Way) (WB) / Class IV (Two-Way) (EB)
Nobel Dr	Villa La Jolla Dr to University Center Ln	Class II	Class IV (One Way)
Nobel Dr	University Center Ln to Lebon Dr	Class III	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Lebon Dr to Danica Mae Dr	Class II	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Danica Mae Dr to Regents Rd	Class III	Class I (One Way) (WB) / Class IV (One Way) (EB)
Nobel Dr	Regents Rd to Genesee Ave	Class II	Class IV (One Way)
Nobel Dr	Genesee Ave to Towne Centre Dr	Class III	Class IV (One Way)
Nobel Dr	Towne Centre Dr to Miramar Rd	Class II	Class IV (One Way)
North Torrey Pines Rd	NU System Drwy to Genesee Av	Class II	Class IV (One Way)
Palmilla Dr	Arriba St to La Jolla Colony Dr	Class II	Class II (SB) / Class IV (One Way) (NB)
Regents Rd	Executive Dr to Mahaila Ave/Plaza de Palmas	Class II	Class IV (One Way)
Regents Rd	Mahaila Ave/Plaza de Palmas to Nobel Dr	N/A	Class IV (One Way)
Regents Rd	Nobel Dr to Arriba St	N/A	Class IV (One Way)
Regents Rd	Arriba St to Rose Canyon End	N/A	Class I (Two Way) (SB) / Class III (NB)
Regents Rd	Rose Canyon End to Governor Dr	N/A	Class III

Table 4: Planned Bicycle Classifications Modifications			
Roadway	**Segment**	**Existing**	**Planned Classification Designation**
Regents Rd	Governor Dr to SR-52 WB Ramps	Class II	Class IV (One Way)
Renaissance Ave	Towne Centre Dr to Golden Haven Dr	N/A	Class II (Buffered)
Science Park Rd	N Torrey Pines Rd to Torreyana Rd	N/A	Class III
Shoreline Dr	Renaissance Ave to Nobel Dr	N/A	Class II (Buffered)
Stresemann St	Governor Dr to Bothe Av	N/A	Class III
Torreyana Rd	Callan Rd to Science Park Rd	N/A	Class III
Towne Centre Dr	North End to Towne Centre Ct	N/A	Class III
Towne Centre Dr	Towne Centre Ct to Nobel Dr	N/A	Class II (Buffered)
University Center Ln	Nobel Dr to Lebon Dr	N/A	Class IV (One Way)
Villa La Jolla Dr	La Jolla Village Dr to Gilman Dr	Class III	Class IV (One Way)

Table 5: Planned Street Classifications Modifications			
Roadway	**Segment**	**Existing Functional Classification**	**Planned Classification Designation**
Arriba St	Palmilla Dr to Regents Rd	4-Ln Major Arterial	2-Ln Major Arterial
Eastgate Mall	Judicial Dr to I-805 Overpass	4-Ln Major Arterial	3-Ln Major Arterial
Executive Dr	Regents Rd to Judicial Dr	4-Ln Collector w/ TWLTL	2-Ln Collector w/ TWLTL
Executive Way	Executive Dr to La Jolla Village Dr	4-Ln Collector w/ TWLTL	2-Ln Collector w/ TWLTL
Genesee Ave	N Torrey Pines Rd to I-5 SB Ramp	6-Ln Prime Arterial	4-Ln Prime Arterial
Genesee Ave	I-5 SB Ramps to I-5 NB Ramps	6-Ln Major Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	I-5 NB Ramps to Campus Point Dr	6-Ln Prime Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	I-5 NB Ramps to Campus Point Dr	6-Ln Prime Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	Campus Point Dr to La Jolla Village Dr	6-Ln Major Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	La Jolla Village Dr to Esplanade Ct	6-Ln Major Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	Esplanade Ct to Nobel Dr	6-Ln Major Arterial	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
Genesee Ave	Nobel Dr to SR-52 WB Ramp	4-Ln Major Arterial	4-Ln Major Arterial (w/ Flex Lanes) (SMART) *
Gilman Dr	La Jolla Village Dr to Villa La Jolla Dr	4-Ln Major Arterial	4-Ln Major Arterial (w/ Flex Lanes)
Governor Dr	Greenwich Dr to Regents Rd	4-Ln Major Arterial	2-Ln Major Arterial
Governor Dr	Regents Rd to Dunant St	4-Ln Major Arterial	2-Ln Collector w/ TWLTL
Governor Dr	Dunant St to Stresemann St	4-Ln Major Arterial	2-Ln Major Arterial
La Jolla Colony Dr	Palmilla Dr to I-5 NB Ramps	4-Ln Collector	2-Ln Collector w/ TWLTL
La Jolla Village Dr	Torrey Pines Rd to Villa La Jolla Dr	6-Ln Prime Arterial	6-Ln Prime Arterial (w/ Flex Lanes)
La Jolla Village Dr	Villa La Jolla Dr to I-5 SB Ramps	7-Ln Prime Arterial (4 EB, 3WB + 1 WB aux)	7-Ln Prime Arterial (w/ Flex Lanes)
La Jolla Village Dr	I-5 SB Ramps to I-5 NB Ramps	6-Ln Prime Arterial (+1 EB aux)	6-Ln Prime Arterial (w/ Flex Lanes) (SMART)
La Jolla Village Dr	I-5 NB Ramps to Towne Centre Dr	6-Ln Major Arterial	6-Ln Major Arterial (w/ Flex Lanes) (SMART)
La Jolla Village Dr	Towne Centre Dr to I-805 SB Ramps	7-Ln Major Arterial (4 WB, 3 EB + 1 aux)	6-Ln Major Arterial (w/ Flex Lanes) (SMART)
Lebon Dr	Palmilla Dr to Nobel Dr	4-Ln Major Arterial	2-Ln Major Arterial
Lebon Dr	Nobel Dr to La Jolla Village Dr	5-Ln Major Arterial	3-Ln Major Arterial

Table 5: Planned Street Classifications Modifications			
Roadway	**Segment**	**Existing Functional Classification**	**Planned Classification Designation**
Miramar Rd	I-805 SB Ramps to I-805 NB Ramps	6-Ln Major Arterial	6-Ln Major Arterial (w/ Flex Lanes) (SMART)
Miramar Rd	I-805 NB Ramps to Nobel Dr	8-Ln Prime Arterial	8-Ln Prime Arterial (w/ Flex Lanes)
Miramar Rd	Nobel Dr to Eastgate Mall	7-Ln Prime Arterial	7-Ln Prime Arterial (w/ Flex Lanes)
Miramar Rd	Eastgate Mall to Camino Santa Fe	6-Ln Major Arterial	6-Ln Major Arterial (w/ Flex Lanes)
Nobel Dr	Villa La Jolla Dr to University Center Ln	4-Ln Major Arterial	4-Ln Major Arterial (w/ Flex Lanes)
Nobel Dr	University Center Ln to Genesee Ave	6-Ln Major Arterial	6-Ln Major Arterial (w/ Flex Lanes) (SMART)
Nobel Dr	Genesee Ave to Town Center Dr	4-Ln Major Arterial	4-Ln Major Arterial (w/ Flex Lanes) (SMART)
Nobel Dr	Towne Centre Dr to Judicial Dr	6-Ln Major Arterial	6-Ln Major Arterial (w/ Flex Lanes) (SMART)
Nobel Dr	Judicial Dr to I-805 NB Ramps	5-Ln Prime Arterial	5-Ln Major Arterial (w/ Flex Lanes) (SMART)
Regents Rd	Genesee Ave to Eastgate Mall	4-Ln Major Arterial	4-Ln Major Arterial
Regents Rd	Executive Dr to La Jolla Village Dr	4-Ln Collector w/ TWLTL	4-Ln Major Arterial
Regents Rd	Nobel Dr to Arriba St	4-Ln Major Arterial	4-Ln Major Arterial
Regents Rd	Arriba St to Rose Canyon terminus	4-Ln Major Arterial	2-Ln Collector
Villa La Jolla Dr	Gilman Dr to La Jolla Village Dr	4-Ln Major Arterial	4-Ln Major Arterial (w/ Flex Lanes)

Notes:

#-Ln = Number of Lanes

SM = Striped Median

TWLTL = Two-Way Left-Turn Lane

A SMART Corridor is a Major Arterial that provides access to or between at least two freeways, whereby mobilityimprovements are made for transit and other congestion-reducing mobility forms through the repurposing of roadway space.

Table 6: Minimum Centerline to Curbline Distances					
Street Name	**From**	**To**	**Existing Curb to Curb Width (ft)**	**Minimum Curb to Curb Width (ft)**	**Minimum Centerline to Curbline (ft)**
Nobel Dr	Villa La Jolla Dr	I-5 North Bound Ramps	81	95	47.5
Nobel Dr	Regents Rd	Genesee Ave	102	108	54
Eastgate Mall	Genesee Ave	Towne Centre Dr	70	72	36

Table 7: Existing and Planned Parks and Recreation Facilities Inventory							
Site #	**Project Title**	**Project Description**	**Recommendations**	**Existing Recreational Value**	**Existing Size**	**Proposed Recreational Park Value**	**Planned Size**
Recreation Centers							
1	Doyle Recreation Center	Community facility includes gymnasium, weight room, game room, and meeting rooms for rental.	Per the Parks and Recreation Unfunded Park Improvements List: Re-roof the recreation building and resurface and re-stripe parking lot. Design and construct pool and locker room facilities.	N/A	17,590 sq. ft.	N/A	TBD
2	Nobel Recreation Center	Community facilities includes branch library, gymnasium, recreation center with community meetings rooms available for rental. The site also features public art.		N/A	10,200 sq. ft.	N/A	TBD
3	Standley Recreation Center	Community facility includes a gymnasium, meeting rooms, an industrial sized kitchen and adjacent to Swanson Memorial Pool.	Per the Parks and Recreation Unfunded Park Improvements List: Design and construct additional meeting rooms and recreation space including a multipurpose room.	N/A	18,870 sq. ft.	N/A	27,870 sq. ft.
4	City Owned Sites	Future Park Opportunities	As current leases on city-owned land expire and as the sites become available; the sites will be considered for future park and recreational uses to create spaces of enjoyment for people of all age groups and abilities.	N/A	0	N/A	Approx. 150,000 sq. ft.
Aquatic Centers							
4	Swanson Memorial Pool	The facility includes a designated Arthritis therapy pool, with 6 lanes, lockers, outdoor lighting, changing stalls, shaded bleachers, and comfort stations.		N/A	20,793 sq. ft.	N/A	20,793 sq. ft.
5	Standley Aquatic Center	The recreation is for competitive swimming, water polo and lap swimming. The facility includes pool with 12 lanes, lockers, outdoor lighting, changing stalls, shaded bleachers, and comfort stations.		N/A	24,080 sq. ft.	N/A	24,080 sq. ft.
Community Parks (13+ Acres)							
6	Doyle Community Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a comfort station, multiple children's play areas and ADA playground, comfort stations, public parks, off leash dog areas, all-weather shade covers, basketball and volleyball courts, multi-use pathways, seating, and picnic tables.	Design, and construct park facilities consisting of a nature exploration playground, fitness circuits adjacent to multi-use pathways, all-weather shade covers, hard courts with lighting, and native plant restoration areas. Upgrade the existing playground to include recreational features for people with disabilities. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: adding security lighting around the park, upgrading the northeastern tot-lot to meet State and Federal accessibility and safety guidelines, Installing shade structures and seating in the large and small dog parks, providing a surveillance system and seating around the park and tot-lots and in front of the recreation center, and installing a shade structure over the large (5-12 age) playground.	630	26.33 acres	105	N/A
7	Nobel Athletic Community Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a comfort station, a children's play areas, leash dog area, all-weather shade covers, basketball courts, fitness circuits, public art, multi-use pathways, seating, comfort station, public art and shaded picnic tables.	Design, and construct park facilities consisting of a nature exploration playground, fitness circuits adjacent to multi-use pathways, educational/cultural elements, and public art. Upgrade the existing playground to include recreational features for people with disabilities. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: improving the dog park drainage system, installing a shade structure in the dog park, constructing an additional comfort station, building a storage area behind the recreation center, and adding sports lighting to the active recreation fields.	752.5	32.30 acres	108.5	N/A
8	Standley Community Park	A park consisting of passive and active recreation amenities such as lighted ball fields, multi-purpose turf areas, children's play areas, off-leash dog areas, all-weather shade covers, basketball and tennis courts, racquetball courts, multi-use pathways, seating, and picnic tables.	Design, and construct park facilities consisting of an off-leash dog area, a comfort station, educational/cultural elements, and a canyon overlook. Implement the Parks and Recreation Unfunded Park Improvements List, which includes: expanding the parking lot, and upgrading the ballfield lighting.	469	20.73 acres	87.5	N/A

Table 7: Existing and Planned Parks and Recreation Facilities Inventory							
Site #	**Project Title**	**Project Description**	**Recommendations**	**Existing Recreational Value**	**Existing Size**	**Proposed Recreational Park Value**	**Planned Size**
Neighborhood Parks (3-13 Acres)							
9	Marcy Neighborhood Park	A park consisting of passive and active recreation amenities such a multi-purpose turf areas, a children's play area, multi-use pathways, seating, and picnic tables.	Design, and construct park facilities consisting of an off-leash dog area, educational/cultural elements, a basketball court, fitness circuits adjacent to multi-use pathways, and a canyon overlook. Upgrade and expand the existing playground to include recreational features for the disabled.	133	10.88 acres	87.5	10.88 acres
10	University Gardens Neighborhood Park	A park consisting of passive and active recreation amenities such as ball fields, multi-purpose turf areas, a restroom, a children's play area, multi-use pathways, seating, public art and picnic tables.	Design and construct park facilities consisting of fitness circuits adjacent to multi-use pathways, off-leash dog areas, all-weather shade covers, a canyon overlook, and sports lighting. Upgrade and expand the existing playground to include recreational features for the disabled. Implement the Parks & Recreation Unfunded Park Improvements List, which includes installing a shade structure over the children's play area.	252	13.32 acres	154	13.32 acres
11	University Village Neighborhood Park	A park consisting of passive and active recreation amenities such as a multi-use sport field, multi-purpose turf areas, a children's play area, multi-use pathways, a trailhead leading to the Rose Canyon Open Space, seating, and picnic tables.	Design, and construct park facilities consisting of educational/cultural elements, fitness circuits adjacent to multi-use pathways, a connection to adjacent open space, and a canyon overlook. Upgrade and expand the existing playground to include recreational features for the disabled.	98	4.01 acres	24.5	4.01 acres
12	Villa La Jolla Neighborhood Park	A park consisting of passive and active recreation amenities such as a multi-use sport field, multi-purpose turf areas, a children's play area, multi-use pathways, and picnic tables.	Design, and construct park facilities consisting of an off-leash dog area, a basketball court, fitness circuits adjacent to multi-use pathways, and a restroom. Expand the existing playground and have it meet State and Federal accessibility and safety guidelines.	140	5.79 acres	74.5	5.79 acres
13	Mandell Weiss East Gate Neighborhood Park	A park consisting of passive and active recreation amenities such as a lighted ball field, multi-purpose turf areas, a children's play area, and multi-use pathways. The park includes the Lawrence Family Jewish Community Center.	Design, and construct park facilities consisting of an amphitheater, public art, and signage. Expand the existing playground and have it meet State and Federal accessibility and safety guidelines.	231	3 acres	49	3.3 acres
14	Torrey Pines Neighborhood Park	A potential new park on city-owned land currently being leased by Scripps. The site consists of an existing park, recreation center, and aquatic complex on site	Coordinate with the Park and Recreation Department to combine a portion of Torrey Pines Golf Course directly adjacent to the Center with the existing lawn area to create a 3 to 4-acre park. Design and construct park amenities to support passive and active recreation such as a children's play area with universal play/access, lit basketball courts, multipurpose turf, active recreation fields, restrooms, golf viewing amphitheater, security lighting, wayfinding signage, and shade trees.	0	0 acres	178.5	3.84 acres
Pocket Parks, Trailhead Pocket Parks, and Plazas (<1 Acre)							
15	Regents Greenway -North	Existing rights-of-way north of the Rose Canyon is planned to be converted into a greenway.	Design, and construct park facilities consisting of multi-use pathways, nature exploration playgrounds, fitness circuits, seating, native plants, bioretention swales to capture runoff before it enters the canyon, a canyon overlook, and educational/cultural elements.	0	0 acres	73.5	1.51 acres
16	Regents Greenway -South	Existing rights-of-way south of the Rose Canyon is planned to be converted into a greenway.	Features may include multi-use pathways, nature exploration playground, fitness stations, seating, native tree and shrub plantings and bioretention swales to capture runoff before it enters the canyon. Scenic overlooks with wayfinding signage to educate the public on canyon preservation and plant and animal habitat preservation.	0	0 acres	77	1.02 acres
17	Executive Drive Promenade	Part of the existing rights-of-way on Executive Drive between Regents Road and Genesee Avenue adjacent to Mandell Weiss Eastgate Park and Lawrence Family Jewish Community Center could be converted into a promenade with park amenities.	Design, and construct park facilities consisting of playgrounds, wayfinding signage, Public art/ placemaking, shade trees, fitness circuits, seating, native plants, and educational/cultural elements.	0	0 acres	90	0.8 acres

Table 7: Existing and Planned Parks and Recreation Facilities Inventory							
Site #	**Project Title**	**Project Description**	**Recommendations**	**Existing Recreational Value**	**Existing Size**	**Proposed Recreational Park Value**	**Planned Size**
Pocket Parks, Trailhead Pocket Parks, and Plazas (<1 Acre)							
18	East Gate Mini Park #1	A park consisting of passive recreation amenities such as multi-use pathways, seating, and picnic tables.	Design and construct park facilities consisting of educational/cultural elements and public art.	6.12	0.8 acres	14	0.8 acres
19	East Gate Mini Park #2	A park consisting of passive recreation amenities such as multi-use pathways, seating, and picnic tables.	Design and construct park facilities consisting of educational/cultural elements, native plant restoration, and public art.	2.63	0.49 acres	21	0.49 acres
20	Governor Drive Greenway	Existing rights-of-way south of the Rose Canyon is planned to be converted into a greenway at the entrance to the Coastal Sage Habitat Interpretive trail.	Potential feature may include multi-use pathways, seating, native tree and shrub plantings and bioretention swales to capture runoff before it enters the canyon. Scenic overlooks with wayfinding signage to education the public on canyon preservation and plant and animal habitat preservation.	0	0 acres	48.5	0.4 acres
21	Eastgate Drive Pocket Park	Existing privately owned open space with multi-purpose turf, shade trees, seating and rock sculptures.	Recommend obtaining a public access easement.	0	0 acres	26.5	0.3 acres
22	Torreyana Pocket Park	Proposed joint use park to accommodate active and passive recreational uses, social connections, and cooling benefits.	Recommend entering in to a joint use agreement with the property owner to allow for public access and additional recreational opportunities.	0	0	46.375	0.6 acres
23	Campus Point Pocket Park	Proposed pocket park to accommodate passive recreational uses, social connections, and cooling benefits.	Design, and construct a park with facilities consisting of public art, educational/cultural elements, seating, a scenic view overlook area, and shade trees.	0	0	41.125	0.4 acres
24	Nobel Drive Pocket Park	Pocket park next to fire station on Nobel Drive across from the Nobel Athletic Community Park featuring a grassy lawn.	Design, and construct a park with facilities consisting of public art, educational/cultural elements, seating, and shade trees.	0	0.25 acres	30.625	0.25 acres
Joint Use Parks							
25	Standley Middle School (M.S.)	Existing joint-use facilities consisting of DG ballfields with skinned infields, multi-purpose turf, performance event space, and passive turf areas pursuant to a long-term joint-use agreement with San Diego Unified School District.	In coordination with the San Diego Unified School District, design and construct park facilities consisting of sports lighting, multiple basketball and sports courts.	273	12.58 acres	112	12.58 acres
26	Curie Elementary School (E.S.)	Existing joint use facilities consisting of a multi-purpose turf field, DG walking track, district backstops, and a passive turf area pursuant to a long-term joint use agreement.	In coordination with the San Diego Unified School District, design and construct park facilities consisting of sports lighting, fitness circuits, and an all-weather shade cover with seating.	94.5	3.69 acres	21	3.69 acres
27	John D. Spreckels (E.S.)	Existing joint use facilities consisting of a DG ballfield with a skinned infield and multi-purpose turf pursuant to a long-term joint use agreement with San Diego Unified School District.	In coordination with the San Diego Unified School District, design and construct park facilities consisting of sports field lighting, and all-weather shade pavilion with seating.	63	4.99 acres	49	4.99 acres
28	Montrose Park (UTC)	Existing privately owned and maintained park open to the general public during daylight hours. The park features grassy multi-purpose turf areas and a multi-use pathway connecting to UTC Mall and UTC dog park.	Continue coordinating with Westfield UTC to ensure public access and address maintenance concerns as they arise.	77	7.74 acres	0	7.74 acres
29	Mission Bay Montessori	Proposed joint use facilities pursuant to long-term joint use agreement (and renegotiated lease with Mission Bay Montessori) with San Diego Unified School District (property owner).	In coordination with the San Diego Unified School District and Mission Bay Montessori, design and construct park facilities consisting of sports field lighting, and all-weather shade pavilion with seating.	0	0 acres	140	TBD
30	Doyle Elementary School (E.S.)	Existing joint use facilities consisting of a multi-purpose turf field, a district backstop, and a passive turf area pursuant to a long-term joint use agreement with San Diego Unified School District.	In coordination with the San Diego Unified School District, design and construct park facilities consisting of sports field lighting, and all-weather shade pavilion with seating.	91	4.07 acres	14	4.07 acres
31	Preuss School	Proposed joint use facilities pursuant to long-term joint use agreement with UC San Diego.	In coordination with UC San Diego, design and construct joint use facilities consisting of a turf multipurpose field, and passive turf area, irrigation, and landscaping.	0	0 acres	87.5	TBD

Table 7: Existing and Planned Parks and Recreation Facilities Inventory							
Site #	**Project Title**	**Project Description**	**Recommendations**	**Existing Recreational Value**	**Existing Size**	**Proposed Recreational Park Value**	**Planned Size**
Regional Parks and Open Space - *The future Citywide Trails Master Plan will comprehensively plan trail and open space park planning that complies with MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans before being formally proposed for City evaluation and funding (see Parks Master Plan policies PP10, CSR25 and RP5).*							
32	Rose Canyon Open Space Park	Officially recognized trails	Design and construct trails that compile with the MSCP consistency findings, Environmentally Sensitive Land regulations, and Natural Resource Management Plans.	91	N/A	56	N/A
33	Torrey Pines State Nature Reserve	Officially recognized trails	Coordinate with the State of California to improve access to the Nature Reserve	161	N/A	0	N/A
34	Torrey Pines City Park	A park consisting of a parking lot, dirt field and adjacent to gliderport. The boundaries of the park also includes preserved coastal bluffs, canyons, and open space fronting Torrey Pines State Beach.	Implement the Torrey Pines City Park General Development Plan (GDP) approved by the Park and Recreation Board on June 21, 2012. Key amenities proposed in the GDP includes: A hang glider/ paraglider launch and landing airfield, a flight observation area, new flight operations center, emergency runway for fixed wing aircraft, new picnic area on the South Bluff, ADA accessible nature trails, trails to provide beach access with signage and educational/interpretive elements, and native vegetation rehabilitation	0	57 acres	28	57 acres
Shorelines							
35	Torrey Pines State Beach	Publicly accessible shoreline	Coordinate with the State of California to improve access to the shoreline.	35	N/A	0	N/A
Potential New Development							
36	Recreational Value - New Residential Development with Parks On-site	New residential or residential mixed-use development that satisfies the development's required recreation value points on-site by providing publicly accessible recreational opportunities design per CP 600-33. Recreation Value points are based on projected potential residential populations and implementation rates.	Build-out population within change areas (using CPIOZ boundary) = 69,480. Points required = (69,480/1000) x 100 =6,948 points. Anticipated implementation rate = 50%. 6,948 points x 50% = 3,474 anticipated points.	0	0	3,474	TBD
Total Recreation Value Points Community-Wide				**3,599.75**		**5,319**	

Notes:

1. N/A = Not Applicable; TBD = To Be Determined
1. Park sizes in acreage are presented for reference only. Park standards are implemented through a recreational value score. As the Community Plan progresses, existing and planned parks and recreation facilities will be scored.
1. For recreation centers, the size is indicated in square feet. For aquatic complexes, the measure is per each complex or a fraction thereof – consisting of a pool office/changing room building, the pool(s) and associated standard facilities inside the pool safety enclosure.

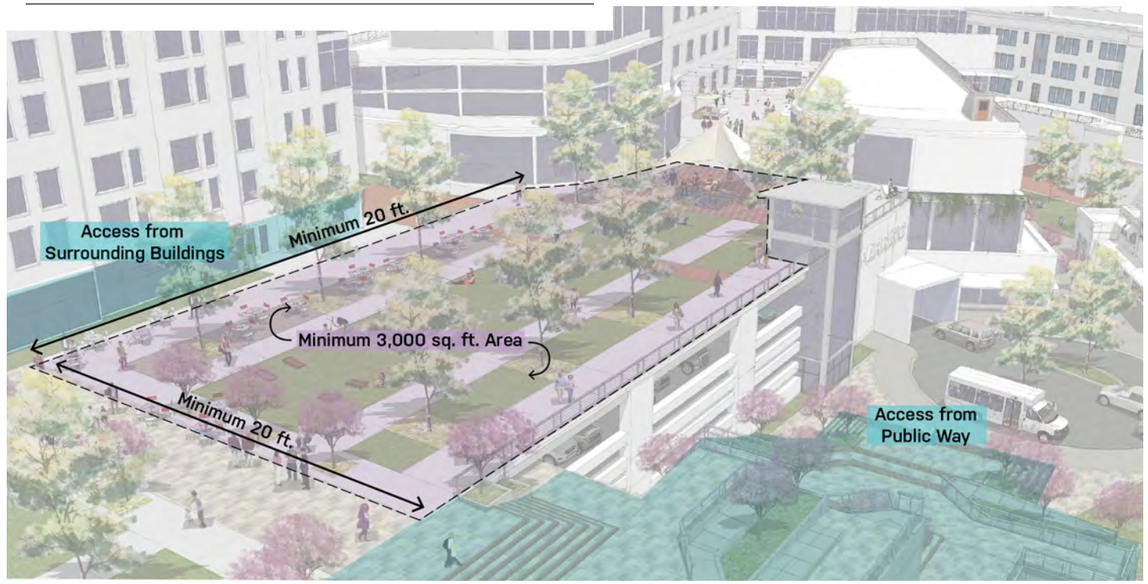
Community Summary	
Figure # Existing and Planned Parks and Recreation Facilities Matrix	
Statistics - 2020 population	
Total Population:	64,206
Recreation Value Points Goal, 100 points per thousand:	6,421
Current Recreation Value Points:	3,600
2050 Population, Planned Facilities Built	
Projected 2050 population:	129,566
Recreation Value Points Goal, 100 points per thousand:	12,957
Current Recreation Value Points:	3,600
Planned Additional Recreation Value Points:	5,319
Current + Planned Recreation Value Points Total:	8,919

Community Plan Implementation Zone (CPIOZ)
Supplemental Development Regulation Examples

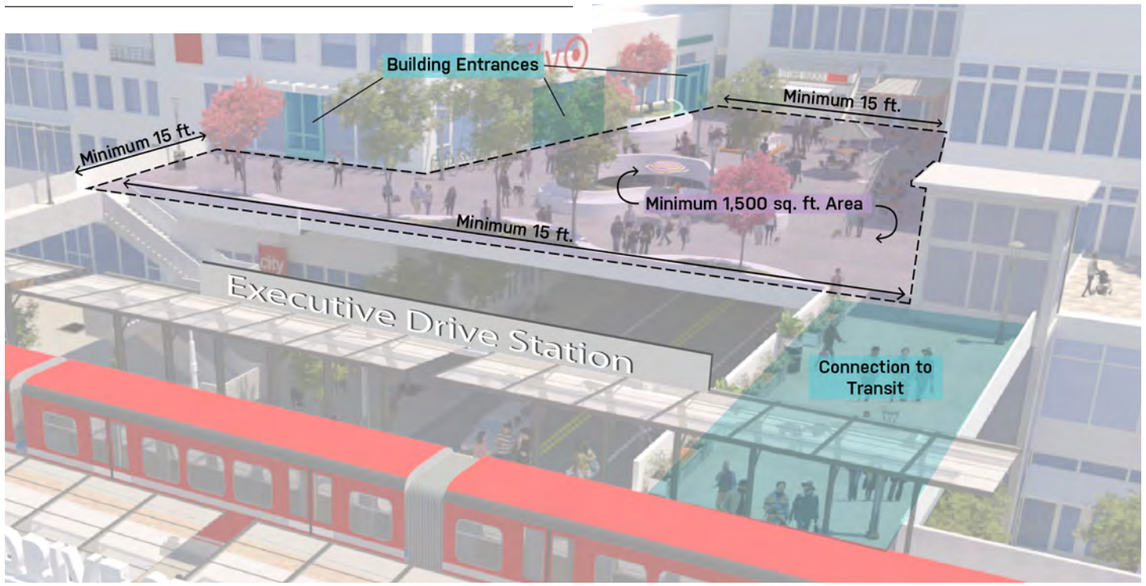
The following illustrations provide examples of how to apply the Supplemental Development Regulations.

SDR-A.2 Plaza Example Illustrated

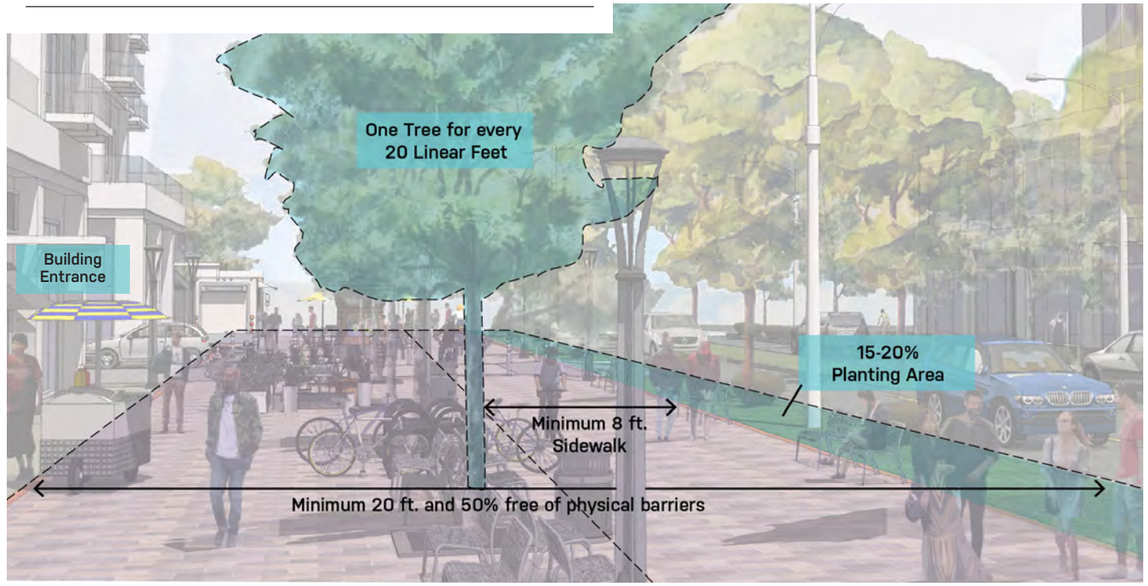
SDR-A.2 Podium Example Illustrated



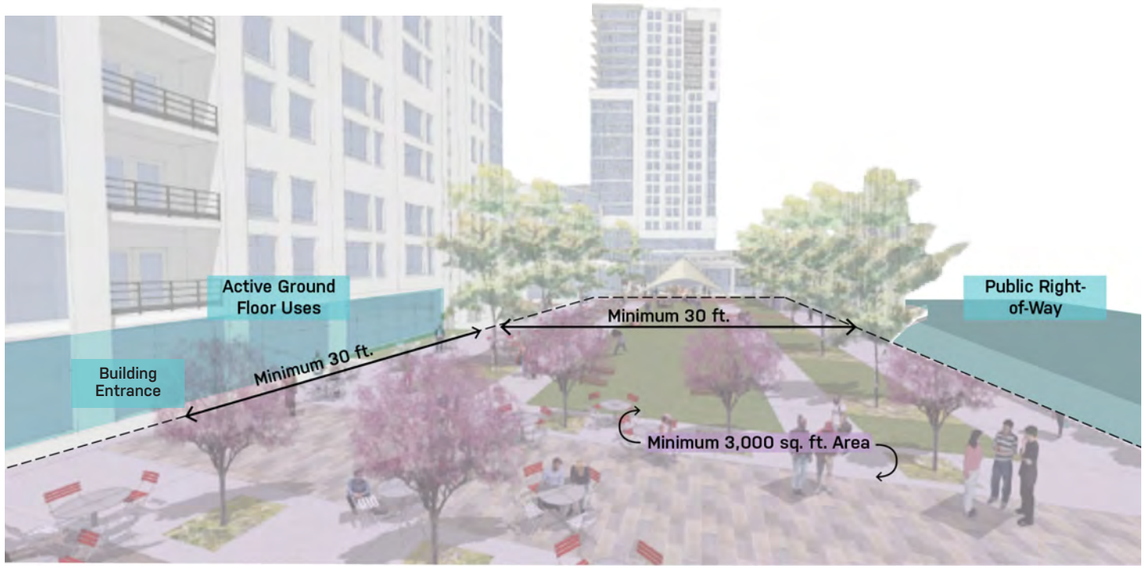
SDR-A.2 Platform Example Illustrated



SDR-A.2 Promenade Example Illustrated



SDR-A.2 Urban Green Example Illustrated



SDR-B.1 Paseo Example Illustrated